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FIRST ANNUAL REPORT
OF THE
RAILROAD COMMISSION
OF THE
STATE OF FLORIDA.

MARCH 1. 1898.

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MARCH 1, 1898.

Jacksonville, Fla.
The H. & W. B. Drew Company,
1898.

Report of the Railroad Commission.

OFFICE OF THE RAILROAD COMMISSION,
STATE OF FLORIDA.

TALLAHASSEE, March 1, 1898.

To the Honorable W. D. Bloxham, Governor of Florida:

SIR—In compliance with the requirements of Section 16 of the act creating the Railroad Commission of Florida, approved May 8, 1897, we have the honor to submit this, our first annual report.

Said section provides as follows: "It shall be the duty of the Commissioners, by the first day of March in every year to make to the Governor annual reports of the transactions of their office, and to recommend from time to time such legislation as they may deem advisable under the provisions of the act."

Organization of the Commission.

The Commission organized at Tallahassee on July 1, 1897, elected a chairman, and Mr. John L. Neeley was made secretary. On the sixth of said month the Commission ordered that a letter, of which the following is a copy, be addressed to each of the railroad companies doing business in the State of Florida:

Please furnish the Commission with three copies each of local joint and through freight tariffs, including vegetable, orange, strawberry, special and commodity rates, together with such classifications as are now in effect and used by your railroad. Our object in making this request is that we may ascertain what the charges of your road are for transportation of freights, passengers and cars thereon. An early compliance is requested.

Rules, Regulations and Rates Adopted.

Section 8 of the Railroad Commission Law provides, "That said Commissioners shall make and furnish to each railroad corporation doing business in this State, as soon as practicable, a printed schedule of just and reasonable rates and charges for transportation of freights, passengers, and cars on its railroad or railroads under its control or management."

And it further provides, "That the said Commissioners before revising, fixing, adopting or allowing any such schedule, or prescribing any such rules or regulations, shall give public notice of their intended action, in such newspapers and for such time as shall be deemed fair and advisable by said Commissioners to all railroad corporations to be affected, and to the public generally, of the times and places of their meetings, and all railroad corporations and persons interested shall be entitled to a just and fair hearing before said Commissioners."

In obedience to said provisions of the law, the Commissioners had published in certain newspapers, the following notice:

OFFICE OF RAILROAD COMMISSION,
STATE OF FLORIDA,
TALLAHASSEE, July 28, 1897.

In accordance with the Railroad Commission Law of the State of Florida, approved May 8, 1897, the undersigned, the Railroad Commissioners of said State, have made certain schedules, rates, rules and regulations, which they propose and intend to revise and adopt for the government of the transportation of freights, passengers and cars, on the railroads in said State.

Now, therefore, Notice is hereby given to all railroad corporations doing business, wholly or in part, in said State and to the public generally, that said Railroad Commissioners, before revising, fixing, adopting or allowing said schedules, rates, rules and regulations, will hold a meeting for the consideration of the same at Tallahassee on Wednesday, the 25th day of August, 1897, at 9 o'clock a. m. All railroad corporations and persons interested will be entitled to a hearing.

R. H. M. DAVIDSON,
H. E. DAY,
J. M. BRYAN,
Commissioners.

Pursuant to the foregoing notice, the Commission met at its office on the 25th day of August, and on that day and the day ensuing representatives of the following railroad companies appeared and were heard, to-wit: The Florida Central & Peninsular, the Jacksonville, Tampa & Key West, the Plant System of Railways, the Florida East Coast, the Louisville & Nashville, the Carrabelle, Tallahassee & Georgia, and the Yellow River Railroad.

The representatives of the companies moved, because of the importance of the matter and the voluminous nature of the schedules, rates, rules and regulations proposed to be adopted by the Commission, that they be allowed thirty days' further time to consider the same and to prepare and present objections thereto, if they desired so to do.

After hearing argument on the same, the Commission made the following order:

"The motion of the representatives of the railroads, asking for further time to consider the schedules, rates, rules and regulations, and to prepare and present objections thereto, if they desire so to do, having been considered.

"It is ordered, by the Commission, That the representatives of the railroads, and all other persons interested, shall have for the purposes aforesaid until 4:30 o'clock p. m., on Monday, the 20th day of September next."

On that day, the Commission being in session, the representatives of the railroads heretofore mentioned, also a representative of the Georgia Southern & Florida, and Judge G. P. Raney, in behalf of the Palatka Board of Trade, and General W. H. Milton, in behalf of the citizens of Marianna, appeared and addressed the Commission.

The consideration of the matter was continued day after day until September 30, when the Commission adopted the rules and regulations and the schedule of rates which are set forth in the appendix hereto, and

ordered that the same go into effect on November 1, 1897. (See Appendix.)

Printed copies of the above-mentioned rules and regulations and schedule of rates were furnished to each railroad corporation doing business in the State as soon as practicable after their adoption, as the law requires:

Sessions of the Commission Elsewhere Than at Tallahassee.

The statute creating the Railroad Commission provides that "The office of said Commissioners shall be at the Capital at Tallahassee, but they may hold sessions anywhere in the State at their discretion."

By virtue of this authority, and for the purpose of accommodating all persons interested, so far as they could, the Commissioners caused to be published the following notice:

OFFICE OF RAILROAD COMMISSION,
STATE OF FLORIDA.

TALLAHASSEE, November 20, 1897.

For the convenience of shippers and other persons interested who desire to be heard by the Railroad Commission of the State of Florida, sessions of said Commission will be held at the following times and places, to-wit:

Palm Bay	Tuesday,	December 7, 1897.
Orlando	Wednesday,	" 8, "
Kissimmee	Thursday,	" 9, "
Bartow	Friday,	" 10, "
Arcadia	Saturday,	" 11, "
Tampa	Monday,	" 13, "
Plant City	Tuesday,	" 14, "
Leestown	Wednesday,	" 15, "
Ocala	Thursday,	" 16, "
Archer	Friday,	" 17, "
Gainesville	Saturday,	" 18, "
Micanopy	Monday,	" 20, "
High Springs	Tuesday,	" 21, "
Lake City	Wednesday,	" 22, "

B. H. M. DAVIDSON,
H. E. DAY,
J. M. BRYAN,
Commissioners.

The Commission met at the times and places mentioned in the foregoing notice; and during the month of February, in accordance with a similar notice, sessions were held at the following-named places: St. Augustine, Daytona, Titusville, Eden, West Palm Beach, Lemon City and Coconut Grove.

The most of these meetings were well attended by growers and shippers, and it is the intention of the Commission to hold meetings at an early date at places west of the Apalachicola River and elsewhere in the State.

Petition for Increase of Commission's Rates.

On November 22, a communication was received from Mr. D. F. Jack, Freight Traffic Manager of the Plant System, of which the following is a copy:

SAVANNAH, GA., November 20, 1897.

Messrs. R. H. M. Davidson, Chairman, Jno. M. Reppin, H. E. Day, Commissioners, Tallahassee, Fla.:

GENTLEMEN—The undersigned, representing the Plant System of Railways, respectfully suggests that the reductions in the rates on freight traffic as recently promulgated by your honorable body for the use of the different lines comprising this System do not permit the roads of the System to earn operating expenses, and earnestly urge that a suitable increase be allowed, and in that end, that your honorable Board will fix an early date for a hearing on this subject.

In the meantime, we would call your attention to the injurious effect which the application of the continuous mileage tariff will have on the various lines operated by the Plant System, and especially in view of the present depressed condition of business and the consequent light movement of traffic between points in Florida.

In illustration of the effect of the standard tariff, we would state that this makes a reduction between points on the S. F. & W. and Charlotte Harbor Division of the Florida Southern Railroad of from twenty to fifty per cent, notwithstanding the fact that the operating expenses of the said Charlotte Harbor Division under the rates formerly in effect exceeded the gross earnings. Similar reductions have been made to and from points on the St. Cloud Sugar Belt, Florida Southern (main line), St. Johns & Lake Eustis Railway, and Sanford & St. Petersburg Railroad, none of which divisions have, during recent years, been able to earn operating expenses.

It will be readily seen that if these lines were unable to earn expenses with the former rates that the effect of these reductions

would be disastrous ; and we would, therefore, respectfully petition your honorable body to give the subject of interdivision rates immediate consideration and authorize an increase of twenty per cent above the standard tariff on interdivision traffic to or from points in the following divisions, viz:

Florida Southern Railroad ;
St. John's & Lake Eustis Railway ;
Sanford & St. Petersburg Railroad ;
St. Cloud Sugar Belt ;
Tampa & Thonotosassa Railroad ;
Winston & Bone Valley Railroad.

The percentage of increase asked for will not enable us to charge the rates formerly in effect, but we are willing to give these rates a fair trial, and if, upon further investigation, it is found that additional increases are necessary, applications will be made setting forth our reasons therefor.

It is not the desire of the Plant System to embarrass the Commission by petitions other than those which are absolutely necessary, and such requests as are presented will be made, as in this case, only after the most serious consideration.

Respectfully submitted,

D. F. JACK,
Freight Traffic Manager.

The Commission, complying with the request of the Plant System, made publication that a hearing of its application for an increase of rates would be had at Tallahassee on the 13th of January, 1898.

An earlier day for a hearing would have been appointed, but for the absence of the Commissioners from Tallahassee on official business several weeks in the month of December.

Subsequently, at the request of the Plant System, and for good cause shown, the day for a hearing was postponed until the 20th of January. In the meantime, many letters and petitions from citizens residing in the southern part of the State were received, protesting against the increase of rates asked for by Mr. Jack, as Freight Traffic Manager.

On the 19th of January, Mr. Jack wired the Commission as follows: "I understand Presidents Florida Southern Railway and Sanford & St. Petersburg Railroad are

going to apply to the Commission for abolition of Rule No. 1 as to those roads, so as to put rates back on said roads where they were prior to establishment of Commission. For this reason we withdraw our application for 30 per cent increase between divisions."

The request for the withdrawal of the application was granted. No application for the abrogation of Rule No. 1 of the Commission has yet been made.

Complaints of Palatka Board of Trade.

On the 8th of January, the Palatka Board of Trade, by its attorney, filed in the office of the Commission a complaint against each of the following-named railroads: The Florida East Coast, the Plant System, and the Jacksonville, Tampa & Key West.

The complainant alleged that said railroads were violating the rules and regulations prescribed by the Commission for the transportation of persons and property by railroad companies in the State of Florida, in that they were making "an unjust, wrongful and unlawful discrimination against the locality and community of the city of Palatka," and prayed that the Commission take action to compel them to desist from such violation.

Notice of the filing of the complaints were promptly served on the agents of said railroads, and answers thereto were duly made and filed by them.

The institution of these cases was a renewal of the old controversy, which had heretofore prevailed for several years, and which caused so much friction between the people of that section of the State and the railroads. It was before the former Commission of the State, but a satisfactory settlement of it was never reached.

Final hearings of the cases have not been had, and they are yet pending, but they have been carefully considered by the Commission, and it is believed that a solution of the controversy, alike satisfactory to both interests, and which will prevent future trouble, has been attained.

Revision of Rates.

Intricate and difficult, indeed, is the matter of railroad transportation, and the duty of prescribing rules and regulations and fixing and revising rates is arduous and responsible. It has been the desire of the Commission from its organization to give to the people as low rates as possible, and at the same time to be fair and just to the railroad companies.

While endeavoring to accomplish this object, the Commission deemed it wise to proceed cautiously in fixing rates, and to fix and adopt only such as were "just and reasonable," and that would be so adjudged by the courts if it should become necessary to appeal to them.

The policy of the Commission is to acknowledge and respect the rights of the people and the corporations, to reconcile their differences so far as it can, to seek to advance the prosperity of both, and thereby to promote the welfare of Florida.

The rules and rates prescribed by the Commission, and which became effective November 1, 1897, did not make many changes in the rates charged by the roads previous to that date. They reduced rates on vegetables, oranges and lemons, and required the roads, in applying their schedule of freight rates, to charge one local instead of the sums of locals. (See Rule No. 1, in Appendix.)

The Commission, believing that a revision of its rates and exception sheet, and a further reduction of freight charges, might be made without injustice to the railroads, had published early in January the usual notice that a meeting of the Commission for the purposes above mentioned would be held at Tallahassee on the 26th day of said month.

Accordingly, on that day, the Commission met, and representatives of the following railroads appeared and were heard, to-wit: The Florida Central & Peninsular; the Plant System; the Jacksonville, Tampa and Key West; the Florida East Coast; the Louisville & Nashville; the Georgia Southern & Florida, and the Carrabelle, Tallahassee & Georgia Railroad.

The proposed revision and changes of the rules and rates of the Commission were considered, and Circular No. 1 and Rate Issue No. 2 were adopted and ordered to go into effect on March 1, 1898. Further time for the consideration of passenger rates was allowed.

Subsequently, on February 1st, 1898, the Commission adopted its Amended Classification and Exception Sheet, and the same became effective on March 1.

(For Circular No. 1, Rate Issue No. 2, and Amended Classification and Exception Sheet, see Appendix.)

Passenger Rates.

Thoughtful attention has been given to the important matter of passenger rates.

A reduction from 5 to 4 cents per mile has been made on parts of several roads. Another meeting for the consideration of the subject will be held at an early day.

Express Company.

The Commission has found that there is great complaint on the part of growers and shippers against the charges of the Express Company for the transportation of fruits and vegetables.

As fully 75 per cent of this business is interstate traffic, the Commission has no power to control these charges, not even to the extent of complaining to the Interstate Commerce Commission, for that Commission, among its first decisions held that express business conducted by an independent organization acquiring transportation rights by contract, were not described in the act with sufficient precision to warrant the Commission in taking jurisdiction thereof.

What the Railroad Commission of Florida has been unable to do by authority of any specific law has been done in a measure by arbitration with the management of the Southern Express Company.

In December, 1897, this Company issued a new tariff on fruits and vegetables which, by changing the classification, materially increased the rates in effect prior to

that date. After much correspondence and several conferences with the traffic manager and superintendents of the company the Commission induced them to restore the old rates on these commodities to some but not all of the points named in their rate sheet, and in some cases to cut their increased rates 50 per cent, which still left them higher than those in effect prior to December, 1897.

In explanation of their increase in rates, particularly to points in adjoining States, the officers claimed they had been carrying a large proportion of this business at a loss and below the rates paid by them to the railroads, and have shown to the Commission, in several instances, that their old rates were even less than the railroad freight rates to the same points.

Work of the Commission.

In making rates for the roads in the State, the Commission adopted the straight mileage basis as being the fairest manner of computing charges for the transportation of freights. This system was in use on some of the roads at the time the Commission was organized, but on others their lines were in divisions, and double rates were charged on freights going from points on one division to points on another.

By putting all roads, under the same control or management, on a straight mileage basis as is provided for in Rule No. 1 of the Rules and Regulations of the Commission, the injustice to shippers of paying two or more freights on the same line of road was corrected and it was made possible for them to exchange commodities at reasonable rates.

The reduction of 3 cents per box on vegetables and 4 cents per box on oranges, which has been made by the Commission, will, it is estimated, save to the growers and shippers for the season of 1897-98, from thirty to forty thousand dollars.

There is widespread complaint against the transportation companies for excessive rates of freight on fruits and vegetables to Eastern and Western markets. Many

growers contend that these rates are destroying the important industry in which they are engaged. There is no question that this complaint is not well founded, but the remedy is not in the power of the State Commission from the fact that it has no control over rates beyond the limits of the State or interstate rates. The Commission will continue its efforts to show to the railroads that proper reductions should be made and that the great industry of fruit and vegetable growing should be protected by rates sufficiently low to enable both producers and transportation lines to get a fair return for their labor. The Commission has reason to hope that it will succeed to such an extent as to remove at least a part of the causes for the above-mentioned complaint.

Shortly after the Commission began its work it ascertained that some of the roads in the State had adopted the differential of 4 cents per 100 pounds higher on L. C. L. shipments than on carloads, as contended for by the Southern Wholesale Grocers' Association. This was a great injustice to the small dealer and consumer, and as soon as the matter was brought to the attention of the Commission it endeavored to cause the roads to withdraw this differential, and after a while succeeded in doing so, and thereby saved, it is believed, to the patrons of one line of road only, not less than \$8,000 per annum. This matter was subsequently before the Commission of Alabama, and the roads of that State were ordered to discontinue the use of this differential and it is claimed that it will result in a saving of about \$800,000 annually to the citizens of the State. The Georgia Commission has now the same question under consideration.

Complaints.

All complaints against the express and railroad companies for overcharges, which the Commission has been requested to adjust, excepting a very small number, have been paid without unnecessary delay.

In all matters the Commission has been met with courtesy and frankness by the officers of the companies.

and they have manifested a willingness to make concessions in rates where they could do so without loss, and have furnished sufficient evidence to convince the Commission of their good faith.

Recommendations.

The Legislature of the State will not convene in regular session until April, 1899. The Commissioners therefore think it best to defer any recommendations as to the legislation they may deem advisable until their next report.

Contents of Appendix.

Railroad Commission Law, 1897.

Rate Issue No. 1.—Rates, Rules and Regulations Governing the Transportation of Passengers and Freights on the Railroads in Florida.

Rate Issue No. 2.—Local Fruit and Vegetable Tariff, and Circulars No. 1 and 2.

Classification No. 2 and Exception Sheet Amended.

Rules of Practice in Cases and Proceedings Before the Commission.

Mileage of Railroads in Florida.

Financial Statement of Railroads.

Expense Account of Commission.

Very respectfully, your obedient servants,

R. H. M. DAVIDSON, Chairman.

H. E. DAY,

J. M. BRYAN,

Commissioners.

APPENDIX

TO

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF

FLORIDA.

MARCH 1, 1898.

Railroad Commission Law, 1897.

An Act to Provide for the Regulation of Railroad Schedules, Freight, Express, Sleeping Car and Passenger Tariffs, and Building of Freight and Passenger Depots in this State; to Prevent Unjust Discrimination in the Rates Charged for the Transportation of Passengers and Freight, and to Prohibit Railroad Companies, Corporations, Persons and all Common Carriers in this State from Charging Other than Just and Reasonable Rates, and to Enforce the Same, and to Prescribe a Mode of Procedure, and Rules of Evidence in Relation Thereto; and to Provide for the Appointment and Election of Commissioners, and to Prescribe Their Duties and Powers.

Be it Enacted by the Legislature of the State of Florida:

SECTION 1. That there shall be three commissioners appointed by the Governor, by and with the advice and consent of the Senate, to carry out the provisions of this act, of whom one shall be learned in law and one of experience in the railway business, and the other shall be engaged in agricultural pursuits. The commissioners so appointed shall hold office until the first Tuesday after the first Monday in January, 1899, and until their successors are elected and qualified. At the general election for State officers in 1898 the three commissioners shall be elected, without regard to vocation, by the qualified electors of this State at the time and places of voting for members of the Legislature, one of whom shall be elected for the term of two years, and the other two each for the term of four years. After the first election such commissioners shall be elected by the qualified electors of this State, at the time and places of voting for members of the Legislature, for a term of four years. The commissioners appointed or elected as hereinbefore provided, shall elect one of their own number as chairman.

and a majority of such commissioners shall constitute a quorum for the transaction of business.

The salary of each commissioner shall be \$2,500 per annum, to be paid quarterly from the Treasury of the State, and their actual railroad fare while performing their duties.

The Governor shall have the same power to remove, suspend or appoint to fill vacancies in the office of commissioners as in other offices.

The commissioners hereinbefore provided for shall not jointly or severally, or in any way, be the holders of any railroad stock or bonds, or be the agent or employe of any railroad company, or have any interest in any way in any railroad during his term of office, and shall subscribe to the following oath: "I do solemnly swear (or affirm) that I will support, protect and defend the Constitution and Government of the United States and of the State of Florida; that I am qualified to hold office under the Constitution of the State, and that I will well and faithfully perform the duties of Railroad Commissioner, on which I am now about to enter; that I am not a stockholder in any railroad or freight transportation company, nor in any way directly or indirectly in the employment of, or engaged in the management of, any railroad or transportation company, so help me God."

In case any commissioner should in any way become disqualified he shall at once remove such disqualification or resign, and upon his failure to do so he shall be suspended from office by the Governor and dealt with as hereinbefore provided.

SEC. 2. Said commissioners may employ a secretary or clerk at a salary of \$1,200 per annum. The office of said commissioners shall be at the Capital at Tallahassee, but they may hold sessions anywhere in the State at their discretion, and all sums of money authorized to be paid by this act out of the State Treasury shall be paid only on the order of the Comptroller, countersigned by the Governor, not exceeding the sum of \$15,000 per annum.

SEC. 3. That from and after the taking effect of this act, if any railroad company organized, or that may be hereafter organized, or exist in this State under any act of incorporation or general law of this State now in force, or which may hereafter be enacted, or any railroad company organized, or which may be hereafter organized under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair or reasonable rate of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its track, or any of its branches thereof, or upon any railroad within this State which it has the right, license or permission to use, operate or control, the same, upon conviction thereof shall be dealt with as hereinafter provided.

SEC. 4. That if any railroad company as aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of passengers or freights of any description, or for the use and transportation of any railroad car upon said road, or upon any of the branches thereof, or upon any railroad or steamship lines connected therewith, which it has the right, license or permission to operate, use or control within this State, the same shall be deemed guilty of violating the provisions of this act, and, upon conviction thereof, shall be dealt with as hereinafter provided.

SEC. 5. The provisions of this chapter shall apply to the transportation of passengers and property, and to the receiving, delivery, storage and handling of property wholly within this State, and shall apply to all railroad corporations and railroad companies engaged in this State in the transportation of passengers or property by railroads therein from any point within this State to any point within this State. The term "railroad," as used in this act, shall include all bridges and ferries used or operated in connection with any railroad operated wholly or in part within this State, and also all the road in use by any corporation, receiver, trustee or other person op-

erating a railroad, whether operated under any contract, agreement, lease or otherwise, and the terms "railroad corporation" or "railroad company," as used in this act, shall be deemed and taken to mean all corporations or individuals, express companies and sleeping-car companies included, now owning or operating, or which may hereafter own or operate any railroad in whole or in part in this State, and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railroads in this State (street railroads excepted), the same as to railroad corporations hereinbefore mentioned.

SEC. 6. That said commissioners shall make reasonable and just rates of freight and passenger tariff to be observed by all railroad companies and all others engaged as common carriers doing business in this State over their respective lines or connecting lines; shall make reasonable and just regulations for the observance of the same as to charges at any and all points for the necessary handling and delivery of all kinds of freight and transportation of passengers, and for the prevention of any unjust discrimination in connection therewith; shall make reasonable and just rates of charges for the use and transportation of all kinds of railroad cars, conveying all kinds of freight to and from any and all points in this State; shall have the power to make reasonable and just joint rates for all connecting railroads doing business in this State, as to all traffic or business passing from one of said railroads to another, and to require the establishing of such freight and passenger depots as the conditions of the road, safety and convenience of passengers and prompt delivery of freight, and most convenient transfer of passengers and freight may justify, and for the establishing of such schedules for the arrival and departure of all trains at such depots as public comfort and convenience may require, and shall have power to regulate interchange of traffic between railroads, also to regulate the charges for storage, wharfage, demurrage and ter-

minal facilities, and to regulate and direct the use and charges for use of refrigerator cars, icing, etc., in transit, and to direct and control all other matters pertaining to railroads that shall be for the good of the public: Provided, however, That before applying joint rates to roads not under joint management and control, the commissioners shall give 30 days' notice to the owners, operators or lessees of said road of the joint rate contemplated, and of its divisions of the same, and give hearing to roads desiring to object to such rates, and shall make just and reasonable rules and regulations for the observance of all railroad companies operating said road to prevent the giving or paying of any bonus or rebate, or devices of any description used by said company, directly or indirectly, for the purpose of deceiving or misleading the public as to the actual rates charged: Provided, That the said commissioners shall have the power to create rating or basing points at places where competing lines of railroads meet, or where water or other competition exists, and to break the continuity of rates to and from such points, so as to maintain competition between rival lines and points, and may, in fixing the rate upon any commodity, take into consideration the competition between different localities or shipping points producing or shipping such commodity.

SEC. 7. It shall be the duty of the Railroad Commission of Florida to investigate thoroughly all through freight rates from points out of Florida to points in Florida, both those now fixed and those that may hereafter be fixed. Whenever said Railroad Commission finds that a through rate charged into or out of Florida is in their opinion excessive or unreasonable or discriminating in its nature, it shall be the duty of said Commission to call the attention of the railroad officials in Florida to the fact, and to urge upon them the propriety of changing such rate or rates. Whenever such are not changed according to the suggestions of the Railroad Commission, it shall be the duty of the Commission to present the facts, whenever it can be done, to the Inter-

state Commerce Commission and appeal to it for relief. In all work devolving upon the Railroad Commission prescribed by this act, they shall receive upon application the services of the Attorney-General of the State, and he shall also represent them, whenever called upon to do so, before the Interstate Commerce Commission.

SEC. 8. That said commissioners shall make and furnish to each railroad corporation doing business in this State as soon as practicable a printed schedule of just and reasonable rates, and charges for transportation of freights, passengers and cars on its railroad or railroads under its control or management, and such schedules shall in all suits brought against any railroad corporation, wherein is involved the rates of any such railroad corporation for the transportation of freight of any description, or charges for the transportation or use of any kind of car upon the tracks of any railroad or any of the branches thereof, or for the transportation of any passenger or passengers, or for any unjust discrimination in relation thereto, be deemed and taken in all courts of this State as prima facie evidence that the rates fixed in said schedule are just and reasonable rates of charges for the transportation of freight, cars and passengers upon the railroads, and said commissioners shall, as often as circumstances may require, change and revise any schedule or schedules and furnish all railroad companies doing business in this State with a copy of such changes and revisions, which said schedules as changed and revised shall contain due notice of the time the same shall go into effect, shall be published in some newspaper of general State circulation for four consecutive weeks, copies of such publication mailed to the operators or lessees of all railroads in this State affected by the said schedules and to the office of said commissioners, together with a certificate of the publisher thereof, which proof of said notice shall be deemed and taken in all courts of this State as prima facie evidence that ample and sufficient notice that such schedules, changes and revisions have been furnished in compliance with the provisions of this

act. Said commissioners shall furnish to all of said railroad corporations notice for the building of such freight and passenger depots, and of such changes of schedules for the arrival and departure of all trains on said roads as may in the judgment of the commissioners be required to secure reasonably close connections for the convenience and comfort of the public, and all courts in this State shall only require proof that such notices were duly served. Said commissioners in revising, fixing, allowing or adopting any schedule of rates for freights or cars shall not discriminate unreasonably or unjustly in favor of any one class of freight to the detriment of other classes of freight. The railroad companies affected shall furnish at their own cost and shall put in conspicuous places the schedules, rate sheets, etc., adopted by the commissioners according to the rules and regulations made by said commissioners. All the rules and regulations made and prescribed by said commissioners for the transportation of persons and property on the railroads subject to the provisions of this act, or to prevent unjust discrimination or other abuses by them, shall be deemed and held to be *prima facie* reasonable and just and are made *prima facie* evidence in the same manner the said schedules are made *prima facie* evidence. The said commissioners before revising, fixing, adopting or allowing any such schedule, or prescribing any such rules or regulations, shall give public notice of their intended action in such newspapers and for such time as shall be deemed fair and advisable by said commissioners to all railroad corporations to be affected, and to the public generally, of the times and places of their meetings, and all railroad corporations and persons interested shall be entitled to a just and fair hearing before said commissioners, and whenever any full schedule shall have been made, changed or revised, adopted or allowed, or any rule or regulation prescribed as aforesaid, the commissioners shall in every instance give the date on which the same shall go into effect: Provided, That said date shall not

be less than 30 days from the time of the making, changing or revising of the schedules.

SEC. 9. It shall be the duty of said commissioners to investigate the books and papers of all railroad companies doing business in this State, to ascertain if the rules and regulations aforesaid have been complied with, and to make personal visitation of railroad offices, stations and other places of business for the purpose of examination, and to make rules and regulations concerning such examinations, which rules and regulations shall be observed and obeyed as the other rules and regulations aforesaid. Said commissioners shall have full power and authority to examine all agents and employes of said railroads and other persons under oath or otherwise in order to procure the necessary information to make just and reasonable rates of freight and passenger tariffs, and to ascertain if such rules and regulations are observed or violated, and to make necessary and proper rules and regulations concerning such examinations, which rules and regulations shall be obeyed and enforced as other rules and regulations provided for in this act.

SEC. 10. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated or do business under any general or special laws of this State, shall, on or before the first day of September, 1897, and annually thereafter on or before the first day of August, transmit to the office of the Railroad Commissioners a full and true statement under oath of the proper officers of said corporation, of the affairs of the corporation as the same existed on the first day of the preceding July, specifying: 1st. The amount of capital stock subscribed, the number of shares and the par value thereof. 2d. The names of the owners of its stock, the amount owned by them respectively, and the residence of each stockholder as far as known. 3d. The amount of stock paid in and by whom. 4th. The amount of assets and liabilities. 5th. The names and places of residence of its officers. 6th. The amount of funded or bonded debt. 7th. The amount of float-

ing debt. 8th. The estimated value of the roadbed, including iron and bridges. 9th. The estimated value of rolling stock. 10th. The estimated value of stations, buildings and fixtures. 11th. The estimated value of other property. 12th. The length of single track on main line. 13th. The length of double track on main line. 14th. The length of branches, stating whether they have single or double track. 15th. The aggregate length of siding and other tracks above enumerated. 16th. The number of tons of through freight carried during the year preceding the making of the report. 17th. The number of tons of local freight carried during the same time. 18th. The monthly earnings for the transportation of passengers during the same time. 19th. The monthly earnings for the transportation of freight during the same time. 20th. The amount of expenses incurred in running and management of passenger trains, in the running and management of freight trains and in the running and management of mixed trains during the same time. 21st. The expenses incurred in the running and management of the road, including the salaries of officers for the same time, which shall be reported separately. 22d. The amount expended for repairs, including maintenance of roadway, repairs and removal of bridges, ties and iron. 23d. The amount expended for other improvements not included in the last subdivision. 24th. The amount expended for motive power, cars, station houses and all other buildings and fixtures, including all other expenditures in the management and running of said road. 25th. The rate of fare for passengers for each month during the same time, through and way passengers separately. 26th. The tariff of freights, showing the change of tariff, if any, during the same time. 27th. A copy of each published rate of fare for passengers and tariffs of freights issued for the government of its agents during the same time, and whether the rate of fare and tariff of freights in such published list are the same as those actually received by the company, and, if not, what were received.

28th. What express companies run on its roads and on what terms and conditions, and the kind of business done by them. 29th. What freight and transportation companies run on its roads and on what terms, and whether such freight and transportation companies use the cars of the railroad company or cars furnished by themselves. 30th. Whether the freight of cars of such transportation companies are given any preference in speed or order of transportation, and, if so, what? 31st. Number of free passes issued during same time and to whom. 32d. What running arrangements it has with other railroad companies. 33d. What amount of land was granted to them by the State and United States: How much of said land has already been actually conveyed by deed. How much land is still due them. How much land has been sold and what has been the gross receipts from such sales of land since granted by the State and United States, and answer such additional interrogatories as such commissioners may make and propound to the said railroad companies: and this section shall apply to the president, directors and general officers of every railroad company now existing, or which shall hereafter be organized and exist in this State, and to every lessee, manager or operator of any railroad within this State.

SEC. 11. That all contracts and agreements (including receipts on bills of lading) between any and all railroad companies doing business in this State as to rates of freight and passenger tariffs, use and transportation of cars shall be submitted to said Railroad Commissioners for inspection and correction, that it may be ascertained as to whether or not they are reasonable and just and will insure prompt delivery of freights and passengers to points of destination, or the violation of any section of this act, and said commissioners shall have power to revise and correct the same, and to make such rules and regulations in accordance therewith as they may deem necessary, which said rules and regulations shall be observed and obeyed by said railroad companies as other rules and regulations of this act, and any such agreement

not approved by said commissioners shall be deemed illegal and void.

SEC. 12. If any railroad company doing business in this State by its agents or employes shall be guilty of a violation or disregard of any of the rates, schedules or rules and regulations provided and prescribed by said commissioners, and if after due notice of such violation or disregard served on any general or local agent thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation, as may be directed by the said commissioners, shall not be made within 30 days from the time of such notice, or shall neglect or refuse to comply with any rates, schedules or regulations so violated, or shall neglect or refuse to desist from the violation thereof, after notice as aforesaid, such company shall incur a penalty for each offense of not less than one hundred dollars and not more than five thousand dollars, to be recovered by an action in the name of the State of Florida, which shall lie in any county in the State where such violation or disregard has occurred. The commissioners shall institute such action through the Attorney-General or State Attorney, or by special counsel employed by the commissioners, the fees of which special counsel shall be fixed by the commissioners as may seem to them reasonable and just.

SEC. 13. If any railroad company doing business in this State shall, in violation or disregard of any rule or regulation provided by the commissioners aforesaid, inflict any wrong or injury on any person, such person shall have right of action and recovery for such wrong or injury in the county where the same was done in any court having jurisdiction thereof, and the damages to be recovered shall be the same as in an action between individuals, and if any railroad company shall discriminate by way of rebate or otherwise, directly or indirectly, in favor of any consignor or consignee of freights within this State, allowing him a reduction of the rates fixed by said commissioners as reasonable and just, any other consignor or consignee within this State shall have a

right of action against the said railroad company, and the amount of his damages shall be fixed by a jury, unless a jury shall be waived, and the measure of damages shall be such sum or sums of money as will fairly represent the injury done to said last mentioned consignor or consignee. But in all cases demand in writing on said railroad company shall be made for the money damages sustained before suit is brought for recovery under this section, and no suit shall be brought until the expiration of 30 days after such demand, and all suits under this act shall be brought within twelve months after the commission of the alleged wrong or injury.

SEC. 14. In all cases under the provisions of this act the rules of evidence shall be the same as in civil actions except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the State treasury, to be used for such purpose as may be provided by law. The remedies hereby given the person injured shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies.

SEC. 15. That all railroad companies in this State shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and as far as practicable shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroad receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as

stipulated in said railroad receipt. If any railroad company shall violate this section of this act, it shall incur a penalty to be determined as provided for in section 12 of this act.

SEC. 16. It shall be the duty of the commissioners by the first day of March in every year to make to the Governor annual reports of the transactions of their office, and to recommend from time to time such legislation as they may deem advisable under the provisions of this act.

SEC. 17. Said Railroad Commissioners in making any examination for the purpose of obtaining information pursuant to this act, shall have power to issue subpoenas for the attendance of witnesses by such rules as they may prescribe, and such witnesses shall receive for such attendance same fees and mileage as now allowed witnesses by law, to be ordered paid by the Governor upon presentation of subpoenas, sworn to by the witnesses as to the number of days served and miles traveled before the clerk of said commissioners, who is hereby authorized to administer oaths. In case any person shall refuse or willfully fail to obey such subpoena, it shall be the duty of the county judge of any county, or any judge of a circuit court, upon application of said commissioners, to issue an attachment for such witness and compel him to attend before the commissioners and give his testimony upon such matters as shall be lawfully required by such commissioners, and said court shall have power to punish for contempt as in other cases of refusal to obey the order and process of said court. In making any investigations or examinations pursuant to this or any other section of this act, each Railroad Commissioner is hereby empowered to administer oaths or affirmations, and in such examinations or investigations no person called upon to testify shall be excused from answering on the ground or claim that his testimony would tend to criminate himself, but such testimony shall not be used against him in any criminal proceeding. The said commissioners are hereby authorized in their discretion to appoint any one of their number to make any such inves-

tigations or examinations outside of their office anywhere in this State, and such member in making such investigation or examination is hereby invested with the same power as the full board would have. The commissioner so appointed shall report to a full board the result of his investigation. The secretary of said Railroad Commission is hereby authorized to serve any subpoena, notice or other process or other paper issued by the commissioners and required by them to be personally served, and it shall be the duties of the sheriffs in the different counties in this State to make such service when required by the commissioners, said secretary and sheriffs to be paid the same fees as are allowed the latter by law for similar services.

SEC. 18. Every officer, agent or employe of any railroad company who shall willfully refuse to make and furnish any report required by the commissioners as necessary to the purposes of this act, or who shall willfully and unlawfully hinder, delay or obstruct said commissioners in the discharge of their duties imposed upon them shall forfeit and pay a sum of not less than one hundred dollars nor more than five thousand dollars for each offense, to be recovered in an action of debt in the name of the State.

SEC. 19. Nothing in this act shall prevent the common carrier subject thereto from the carriage, storage or handling of property free or at reduced rates for charitable purposes, or to and from fairs and expositions for exhibition thereof, or free carriage of destitute and homeless persons transported by charitable societies, and the necessary agents employed in such transportation, or the issuance of mileage, excursion or commutation, or round-trip passenger tickets, or from giving reduced rates to ministers of religion, or from giving free passes to their own officers or employes, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes, or free passes or reduced rates to persons in charge of live stock shipped

from the point of shipment to destination and return, or from issuing second-class tickets at a lower rate of fare than for first-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

SEC. 20. It shall be the duty of all common carriers subject to the provisions of this act to make to the Railroad Commissioners annually, at such time as said commissioners shall designate, and according to such forms as said commissioners shall prescribe, annual reports for the current year ending June 30 immediately preceding, which shall contain a statement of the organization, capitalization, traffic earnings and such other matters connected with their organization and operations as said commissioners shall require, which said report shall be verified by affidavits of the principal officers thereof, and the said commissioners shall tabulate and compile said annual reports and include them in their annual report to the Governor.

SEC. 21. Said commissioners may, at their discretion, direct the Attorney-General or State Attorney to institute proper proceedings before the courts in the name of the State by mandamus, injunction or otherwise, against any common carrier subject to the provisions of this act to compel the observance of the law or the rules and regulations of the commissioners made thereunder, and such Railroad Commissioners are hereby authorized, when in their judgment it is necessary so to do, to employ counsel to assist the Attorney-General or State Attorney in conducting any such proceeding on behalf of the State. In case such proceeding is instituted in the circuit court, and an appeal shall be taken from the judgment thereof to the Supreme Court, such appeal shall not operate as supersedeas, but such appeal shall be given precedence over all other appeals, shall be advanced to the head of the docket and shall be heard and determined by said Supreme Court as soon as practicable after the filing of said appeal in said court. The Railroad Commissioners shall have power to make and enforce all such

- rules and regulations as may be necessary to enable them to carry out the powers conferred upon them by this act.

Sec. 22. In all cases herein provided for bringing suits in any of the courts of this State appeals shall lie therefrom as in actions from other civil suits.

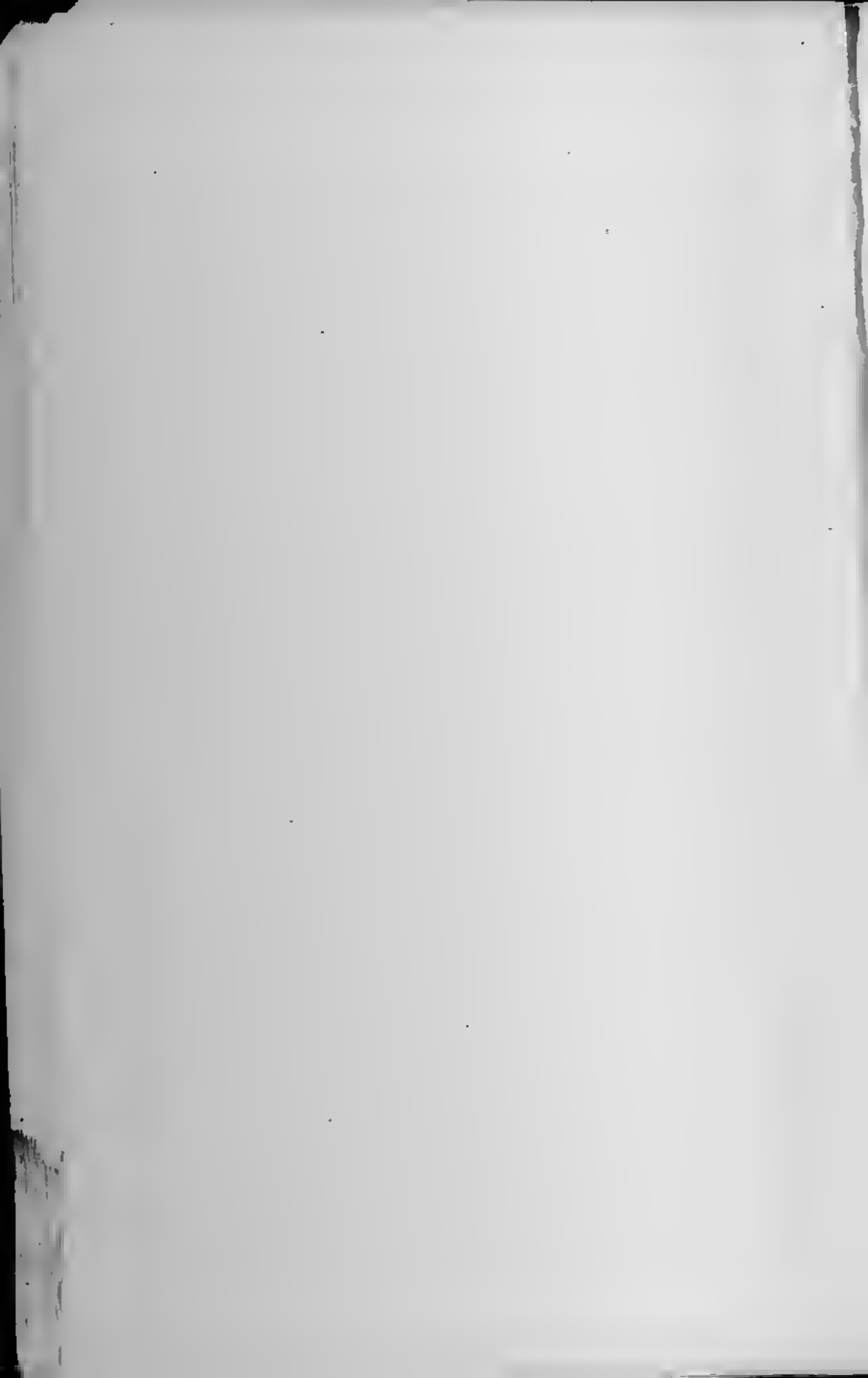
Sec. 23. That all laws and parts of laws in conflict with this act are hereby repealed.

Sec. 24. This act shall go into effect immediately upon its passage and approval by the Governor.

Approved May 8, 1897.

RATE ISSUE NO. 1.

RATES, RULES AND REGULATIONS
GOVERNING THE
TRANSPORTATION
OF
PASSENGERS AND FREIGHTS
ON THE
RAILROADS IN FLORIDA,
PRESCRIBED BY THE
RAILROAD COMMISSIONERS.



INDEX TO STATIONS.

STATIONS		PAGE No.	STA. No.	STATIONS		PAGE No.	STA. No.
A				Balmoral	Fla	105	11
Aliboti (Plant System)	Fla	84	15	Bamboo	"	93	36
Abbott (F C & P)	"	93	21	Banyan	"	99	11
Aemie	"	89	3	Barberville	"	100	33
Adams	"	103	11	Barclays	"	104	12
Agnew	"	86	19	Barlows	"	82	11
Alachua	"	102	21	Bartow	"	88	24
Albion	"	82	9	Bartow Junction	"	81	26
Alicia	"	98	4	Bayard	"	96	8
Allsbrooks	"	103	12	Bay City	"	87	17
Altamonte	"	102	1	Bay View	"	99	18
Altamonte Springs	"	81	7	Beir Springs	"	95	8
Altoma	"	85	33	Belair	"	91	29
Alvin	"	82	9	Belleair	"	90	2
Angel Fish Key	"	99	33	Bellevue	"	93	4
Anita	"	86	39	Bellvea	"	85	18
Ankona	"	97	43	Beresford	"	101	3
Anthony	"	92	31	Big Cypress	"	81	18
Apopka	"	93	31	Biscayne	"	98	23
Arendia	"	89	12	Blake	"	97	3
Arch Creek	"	98	22	Blanton	"	89	20
Archer (F C & P)	"	92	21	Bloomfield	"	104	13
Archer (Plant System)	"	86	11	Boardman	"	84	23
Archer (F C & P)	"	94	13	Boca Ratone	"	98	15
Arlington	"	87	4	Bonaventure (Plant Sys)	"	85	19
Armour	"	90	4	Bonaventure (F E C)	"	97	24
Armstrong	"	96	20	Bone Hill	"	88	10
Armo	"	104	1	Bone Hill Junction	"	88	9
Arredondo	"	92	7	Bone Valley	"	88	1
Artesia	"	99	23	Bone Valley Junction	"	87	32
Ashmore	"	104	2	Bonds Mill	"	100	37
Ashtou	"	82	23	Bonny May Mines	"	87	12
Aspinwall	"	99	15	Bostwick	"	100	12
Astabula	"	95	1	Bowden	"	96	3
Astor	"	85	39	Bowling Green	"	80	6
Astor Park	"	85	38	Boynton	"	98	13
Athletic (F E C)	"	99	20	Bradley	"	87	9
Atlantic (A S R & G)	"	102	22	Braidentown	"	103	22
Aucilla	"	91	9	Braudon	"	93	24
Auburndale	"	81	27	Brundy Branch	"	92	1
Aurania	"	101	14	Brunous	"	83	11
Averill	"	99	17	Bruntley	"	99	9
B				Bryton	"	83	13
Baileys	Fla	104	11	Broad Creek Key	"	99	37
Bakersburg	"	100	30	Bronson	"	92	22
Baldwin	"	92	14	Brooksville	"	85	16
				Briggsville	"	98	32
				Buena Vista	"	98	25
				Buffala Bluff	"	100	18
				Bushnell	"	93	8

INDEX TO STATIONS.

STATIONS			STATIONS		
	PAGE	STA.		PAGE	STA.
	No.	No.		No.	No.
C					
Callahan	Fla	91	Cow Creek	Fla	101
Calvenia	"	89	Crawford	"	92
Campbells	"	81	Crescent City	"	100
Camps	"	86	Crescent City Ldg	"	100
Campville	"	92	Cross Bayou	"	90
Cannoverl	"	99	Crown Point	"	83
Candler	"	84	Crystal Lake	"	81
Cannon	"	103	Crystal	"	86
Cannons Crossing	"	102	Cummings	"	85
Carolina	"	82	Curtis Mill	"	104
Carrabelle	"	104	Cypress	"	89
Cason	"	85	D		
Cassia	"	101	Dade City (Plant System)	Fla	87
Cedar Key	"	92	Dade City (F C & P)	"	93
Centre Hill	"	85	Daytona	"	97
Chaires	"	91	Davenport	"	81
Chamberlain	"	84	Dayville	"	92
Chatmar	"	86	Davis	"	104
Chattahoochee River	"	91	Deeson	"	82
Chetolah	"	87	DeLand	"	101
Chipco	"	89	DeLand Junction	"	100
Citra (F C & P)	"	92	Delaware	"	87
Citra (Plant System)	"	84	DeLeon Springs	"	100
Citronelle	"	86	Denhys	"	83
City Point (F E C)	"	97	Denver	"	100
City Point (Ind. Riv.)	"	98	Dinner Island	"	96
Claremont (Plant System)	"	83	Dixons Wharf	"	98
Claremont (Flu Mid)	"	102	Dolives	"	103
Clarksville	"	96	Dunlap Run	"	95
Clearwater	"	90	Donets	"	104
Cleveland	"	89	Dover	"	88
Clements	"	86	Dragem Junction	"	85
Clermont (Plant System)	"	83	Drakes Point	"	104
Clermont (F C & P)	"	95	Drexel	"	89
Clifton	"	82	Drifton	"	91
Clydes	"	82	Dukesdale	"	104
Cocon	"	97	Dunedin	"	90
Cocount Grove	"	99	Dungurven	"	103
Cole Grove	"	84	Dunnellun	"	86
Coleman	"	92	Dunnells	"	96
Columbus	"	104	Durbin	"	90
Corno	"	100	Dutton	"	91
Comant	"	85	Duttons	"	86
Cone	"	84	E		
Conine	"	82	Eagle Lake	Fla	81
Conner	"	105	Eagle Mine	"	91
Coquina	"	97	Early Bird	"	94
Cooper	"	85	East Apopka	"	102
Cove Bend	"	87	East Aurlantia	"	97
Courtney	"	98			

34

[illegible]

STATIONS	PAGE No.	STA. No.	STATIONS	PAGE No.	STA. No.
Grove Park.....	Flu 83	33	Houston	" 91	19
Grayer.....	" 104	22	Howard Ridge.....	" 96	28
Gulf Junction.....	" 86	32	Huamner	" 97	10
Gunnells.....	" 86	13	Hull	" 89	14
H			Huntington	100	24
Haines City	Fla 81	25	Hurds	" 96	18
Half Moon.....	" 86	10	Huttons Mill	100	34
Holland.....	" 98	20	Hypoluxo.....	" 98	12
Hallsteads	104	23	I		
Hambro	" 87	7	Idlewild Park	Flu 88	27
Hamilton	" 89	31	Indian Key	" 99	34
Hammock Grove.....	" 82	16	Indian Springs	" 98	31
Hammond	100	28	Indianola	" 98	40
Hampton	" 92	17	Inglehome	" 92	13
Hardees Wharf	" 98	44	Interlachen	" 84	7
Hardeeville (F E C)	" 97	18	Inverness	" 87	5
Hardeeville (Ind. Riv.)	" 98	34	Irwin	102	32
Harperville	102	7	Island Grove.....	" 92	29
Harwood.....	" 96	38	Island Lake.....	" 82	31
Harney	" 88	26	Istachatta.....	" 87	11
Hartshorn	" 86	38	Ives Wharf	" 98	42
Haskell	" 88	23	J		
Hastings.....	" 96	22	Jane Jay	Fla 89	4
Hawks Park.....	" 97	9	Jackson & Tullis	104	25
Hawthorn.....	" 83	35	Jensen.....	" 97	48
Hawthorne	" 92	28	Jessamine.....	" 81	16
Hayes	" 84	36	Johnson	" 84	4
Helena	" 85	9	Johnson Point	" 104	26
Hendricks	105	12	Joiners	" 102	8
Hephulam.....	" 85	8	Juliet	" 86	16
Hernando.....	" 87	3	Joyner	" 104	27
Hether Island.....	" 105	6	K		
Hickmann	" 102	31	Kanapulu	Fla 92	20
Highland	" 92	15	Kathleen	" 87	27
Highland Park.....	100	39	Kendrick	" 84	32
Hilliardville	" 104	5	Key Largo.....	" 99	29
Hillsborough.....	" 98	16	Keystone Park.....	" 99	30
Hillsboro	" 88	25	Key West	" 99	26
Hillsford	100	6	Kenka	" 84	6
Hillwood	" 84	28	Killarney (Plant System)	" 83	16
Hirtzell.....	" 82	17	Killarney (F C & P)	" 95	4
Hobe Sound.....	" 98	7	Kingsford.....	" 88	6
Hodges	100	19	Kingsston	" 97	1
Hollister	" 84	9	Kirkwood	" 103	1
Holly Hill	" 96	41	Kissimmee (Fla Mid)	" 102	9
Holy Branch	" 96	21			
Homassassa	" 86	36			
Homeland	" 88	30			
Hooks	101	24			
Horti	" 99	22			

INDEX TO STATIONS.

39

STATIONS	PAGE No.	STA. No.	STATIONS	PAGE No.	STA. No.
Kissimmee (Plant System) Fla	81	21	Landy	Fla 100	16
Knights	83	12	Lumberton	" 87	22
			Lutchaw	" 105	13
			Lyrata	" 97	12
L			M		
Lacoochee (Plant System) Fla	83	28	Mabel	Fla 83	24
Lacoochee (F C & P) ..	93	19	Macedenny	" 91	2
La Crosse	102	24	MaeIntyre	" 104	7
Lady Lake	85	4	Madison	" 91	8
La Grange	101	18	Magnolia Grove	" 98	14
Lake Brantley	102	10	Magnolia Springs	" 100	8
Lake Charm (F C & P) ..	94	7	Magruder	" 99	6
Lake Charm (Plant Sys) ..	82	14	Maitland	" 81	10
Lake City	91	18	Malabar	" 97	30
Lake Helen	98	29	Manatee	" 103	25
Lakeland	87	29	Mango	" 88	15
Lake Mary	81	4	Mannville	" 84	8
Lakemont	94	5	Marietta	" 91	1
Lake Points	105	15	Markham	" 101	21
Lake Simonton	103	2	Martel	" 86	21
Lakeville	83	6	Martin	" 84	31
Lamar	104	6	Martenia	" 94	12
Lancaster	85	23	Marydia	" 81	20
Lane Park	85	30	Mascotte	" 83	23
Lantana	98	11	Mathews	" 103	16
Largo	90	5	Mays Wharf	" 99	3
Lawley	92	3	Maytown	" 101	13
Lellman	90	7	Maxville	" 92	2
Lemon City	98	24	McDonald	" 93	32
Lenard	89	19	McElveen	" 93	29
Leroy	86	22	McIntosh	" 84	24
Lees	91	7	McKinnon	" 81	19
Leesburg (F C & P) ..	93	28	McLanes	" 102	13
Leesburg (Fltcl System) ..	85	7	McMeekin	" 84	3
Lees Wharf	99	1	Meadow	" 92	30
Lexington	86	7	Medulla	" 87	31
Lighthall Mines	94	11	Meggs	" 105	7
Lima	93	15	Melbourne	" 97	28
Linden	83	26	Melbourne Beach	" 99	14
Linton	98	14	Melrose	" 105	14
Lisbon	85	22	Memmings	" 88	2
Little Rock	99	10	Merritts	" 98	41
Live Oak	91	6	Mexico	" 89	28
Liverpool	89	16	Minmi	" 98	26
Livingston	93	35	Micanopy (G & G)	" 103	3
Lloyd	91	11	Micanopy (Plant System) ..	" 84	13
Luchloosa	92	37	Micanopy Junction	" 81	12
Longwood (Fla Mid) ..	102	11	Mico	" 97	33
Longwood (Plant System) ..	81	6	Middleton	" 96	19
Loughman	81	23	Midway	" 91	26
Lowell	84	30			
Lower Matecumbe ..	99	36			

INDEX TO STATIONS.

STATIONS	PAGE No.	STA. No.	STATIONS	PAGE No.	STA. No.
Millards Fla	87	25	Oreanus Fla	99	21
Millers "	103	17	Ocklawaha "	84	39
Millerton "	83	8	Ogee "	102	14
Mims "	101	15	Odessa "	89	29
Mims Landing "	99	8	Okahumpka "	85	10
Mineola "	95	11	Old Rhoads Key "	99	32
Minneola "	83	18	Oliver Park "	83	29
Minorville "	102	12	Olustee "	91	17
Modelo "	98	19	Onom "	82	6
Mohawk (F C & P) "	95	5	Orange Avenue "	84	34
Mohawk (Plant System) "	83	17	Orange Brnd. "	85	21
Monroe (J T & K W) "	101	7	Orange City "	98	25
Morrine (Plant System) "	82	27	Orange City Junction "	101	5
Montague "	84	35	Orange Creek "	105	9
Montbrook (Plant System) "	86	15	Orange Heights "	92	27
Montbrook (F C & P) "	94	14	Orange Home "	93	26
Montclair "	93	37	Orange Lake "	84	25
Monticello "	91	10	Orange Mills "	96	23
Montverde "	95	12	Orange Park "	100	4
Moore "	87	2	Orient "	88	16
Morrison (Plant System) "	86	16	Oriole "	87	16
Morrison (F C & P) "	94	18	Orlando (Plant System) "	81	12
Moss Bluff "	105	8	Orlando (F C & P) "	94	3
Mt. Dora "	101	28	Ormond "	96	40
Mt. Homer "	85	28	Osteen "	101	11
Mt. Pleasant "	91	27	Otter Creek "	92	10
Mulberry "	88	4	Oviedo (F C & P) "	94	10
N			Oviedo (Plant System) "	82	15
Narcoossee Fla	82	26	Owensboro (F C & P) "	93	10
Nathan "	99	25	Owensboro (Plant System) "	87	19
Neoga "	96	34	Oxford "	92	34
Neshitt "	96	5	Oxmire "	104	29
Newberry "	86	9	Ozonn "	89	36
New Smyrna "	97	8	P		
New Upruh "	101	18	Palatka (J T & K W) Fla	100	15
Nithsdale "	104	28	Palatka (F E C) "	96	27
Nocatee "	89	13	Palatka (Plant System) "	84	11
Norris Siding "	100	36	Palmer "	92	8
North Ankama "	97	42	Palm Springs (Plant Sys) "	83	2
O			Palm Springs (F. Mid.) "	102	15
Oak Hill Fla	97	11	Palm Sub "	103	26
Oakland (T & G) "	95	6	Palmetto "	103	27
Oakland (Plant System) "	83	15	Panasoffkre "	93	7
Oklawaha "	84	26	Paola (Plant System) "	82	29
Oak Lodge "	99	13	Paola (J T & K W) "	101	20
Oakside "	96	30	Parkers Island "	104	30
Ocala (F C & P) "	93	3	Park Place "	86	34
Ocala (Plant System) "	84	33	Pasadena "	93	11
			Pasco "	89	24
			Pattersonville "	96	24

INDEX TO STATIONS.

43

STATIONS	Page No.	Sta. No.	STATION	Page No.	Sta. No.
W					
Wabasso..... Fla	97	36	Wiley Avenue..... Fla	97	14
Wacahootie..... "	103	10	Williams Wharf..... "	99	2
Waco..... "	102	19	Williston (F C & P)..... "	94	17
Wades..... "	86	2	Williston (Plant System)..... "	86	14
Waitefield..... "	83	34	Willford..... "	101	30
Waits Junction..... "	95	7	Willows..... "	84	18
Wainright..... "	102	27	Windermere..... "	102	20
Wakulla..... "	91	31	Winter Garden..... "	83	12
Waldo..... "	92	5	Winter Haven..... "	82	1
Walkill..... "	100	10	Winter Park (Plant System)..... "	81	11
Ward City..... "	102	28	Winter Park (F C & P)..... "	74	8
Warnell..... "	93	6	Winston..... "	87	30
Watertown..... "	91	4	Withers..... "	103	21
Wauchula..... "	89	7	Withlacoochee..... "	93	9
Waveland..... "	99	16	Woodbridge..... "	81	9
Waylands..... "	101	24	Woodland..... "	96	12
Webster..... "	85	13	Woodlea..... "	104	37
Weir Park..... "	85	40	Woodley..... "	97	37
Weirsdale..... "	85	2	Wrights..... "	86	4
Wekiva..... "	94	2	Y		
Welborn..... "	91	5	Yalaha..... Fla	104	38
Welshton..... "	84	37	Ybor City (Plant System)..... "	88	19
West Apopka..... "	95	14	Ybor City (F C & P)..... "	93	25
West DeLand..... "	101	1	Yelvington..... "	96	31
West Farm..... "	91	21	York..... "	86	20
West Jupiter..... "	98	8	Youngblood..... "	86	30
Weston..... "	86	27	Younmans..... "	88	11
West Palm Beach..... "	98	10	Youkon..... "	100	2
West Tooei..... "	100	11	Z		
Whites..... "	104	36	Zellwood..... Fla	93	41
Whitney..... "	93	27	Zolfo..... "	89	9
Wildwood..... "	93	5			

OFFICE OF THE RAILROAD COMMISSION,

STATE OF FLORIDA,

TALLAHASSEE, Sept. 30, 1897.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies doing business wholly or in part within the State of Florida, all others conflicting therewith being hereby repealed:

RULES AND REGULATIONS

FOR THE

GOVERNMENT OF THE TRANSPORTATION OF PERSONS AND PROPERTY ON THE RAILROADS IN FLORIDA.

I. GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner, all defenses shall be in writing, and distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month, a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, on or before the first day of September of each year, an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30th, in accordance with Section 10, Railroad Commission Law, approved May 8th, 1897. The monthly reports to be verified by the affidavits of the General Manager (if there be one), or Superintendent, or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reduction of rates of freight or passenger fares, and no rebate, drawback, or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons, under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continuously posted, at each of its stations, where there are agents, a copy of the schedule of the freight and passenger rates revised and adopted for the use of such company by the Commission, a copy of all the Rules and Regulations prescribed by the Commission for the government of the transportation of freight and passengers, applicable to its line of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, either by the Commission or any railroad company, a copy of said change shall be immediately furnished the office of the Commissioners and shall be posted in the same manner as above.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

5. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroads doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

II. RULES GOVERNING TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding one hundred and fifty pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such

charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Twenty cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example: For $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40 cents. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES. EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies, and the necessary agents employed in such transportation; or from the issuance of mileage, excursion, commutation or round-trip passenger tickets; or from giving free carriage to their own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the point of shipment to destination and return; or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. Whenever any passenger train on any railroad in this State shall be more than one hour behind its scheduled time, it shall be the duty of said railroad company to bulletin and keep posted at every open telegraph station along its lines in the direction in which said train is going the time such train is behind its schedule time, and the time of its arrival as nearly as can be approximated, but passengers acting upon this information will do so at their own risk.

III. RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER THE SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same com-

pany, and all connecting roads, a majority of whose stock is owned or controlled, either directly or indirectly, by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road; and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less for one person, they shall for the like service, under similar circumstances and conditions, carry for the same lessened rate for all persons except as mentioned hereafter; and if they adopt less freight rates for one station, they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commission may entertain application for temporary modifications of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, draughts, storms, or other exigencies.

FREIGHTS EXEMPT FROM RULE 2.

3. The rates specified or hereafter to be allowed for common brick, bone, lumber, shingles, laths, staves, rough stone, empty barrels, corn in the ear, melons by the carload, straw, shucks, fodder, tanbark, sawdust, household goods, moss, palmetto leaves and heads, are maximum rates, but the railroads are left free to reduce the same at discretion, and all such rates are exempt from the operation of Rule 2. Any complaint as to such rates will, upon presentation, be considered. No rates have been prescribed for articles in the classification designated by the letter S. Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for the transportation of such articles in all cases except where the price charged was according to contract between shipper and carrier.

CHARGES FOR HANDLING HEAVY FREIGHTS.

4. The charge for handling extra heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
 2,000 pounds and under 3,000, \$3 for extra handling.
 3,000 pounds and under 4,000, \$5 for extra handling.
 4,000 pounds and under 5,000, \$7 for extra handling.
 5,000 pounds and under 6,000, \$8 for extra handling.
 6,000 pounds and under 7,000, \$10 for extra handling.

SHIPPEES TO LOAD AND UNLOAD.

5. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

CARLOADS, WEIGHT OF A CARLOAD, CARLOAD CONSIGNMENTS, ETC.

6. In all cases in which the classification provides a rate per 100 pounds, per ton or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates, provided that in no case shall the amount collected on less than a carload exceed the price per carload.

Carload rates apply to a carload or more, made by one shipper at one time, to one and the same point of delivery, to the same consignee, although the same may in fact be carried by the railroad to the point of delivery, in lots less than the amount recognized as a carload.

FERTILIZERS, ARTICLES EMBRACED IN.

7. The term "Fertilizers" embraces the following and like articles when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, boneblack, ground and dissolved bone, bone dust, mator guano, cotton seed meal, cotton seed ashes, cotton seed, fish scrap, guano, super-phosphates, gypsum, kainit, German salts, nitre-cake, nitrate and sulphate of soda, oil-cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank-stuff and tobacco dust and sweepings.

FREE, OR REDUCED RATES.

8. Railroad companies shall not be prevented from the carriage, storage, or the handling of property, free or at reduced rates, for charitable purposes, or to or from fairs and expositions for exhibition thereat.

ESTIMATED WEIGHTS.

9. Lumber, coal, lime, brick, stone, and all articles for which estimated weights are given in classification (except ale and beer, and empty ale and beer packages, L. C. L.) shall be taken at actual weight when it can be ascertained, but when the weight can not be ascertained, may be charged for at the following estimated weights; provided that nothing herein shall interfere with the duty of the receiving agent to weigh, if possible, and correct to actual weights.

(TO BE USED WHEN ACTUAL WEIGHTS CAN NOT BE ASCERTAINED.)

White pine and poplar, thoroughly seasoned, per 1,000 feet.	3,000 lbs
White pine and poplar, green, per 1,000 feet	4,000 lbs
Yellow pine, black walnut and ash, seasoned, per 1,000 feet	4,000 lbs
Yellow pine, black walnut and ash, green, per 1,000 feet . .	4,500 lbs
Oak, hickory and elm, seasoned, per 1,000 feet	6,000 lbs
All other kinds of lumber, seasoned, per 1,000 feet	4,000 lbs
All other kinds of lumber, green, per 1,000 feet	6,000 lbs
Hoop poles, staves and headings, dry, car loaded to a depth of 50 inches per car	30,000 lbs
Hoop poles, staves and headings, green, car loaded to a depth of 43 inches per car	30,000 lbs
Shingles, green, per 1,000	450 lbs
Shingles, dry, per 1,000	350 lbs
Laths, green, per 1,000	530 lbs
Laths, dry, per 1,000	450 lbs
Tan bark, green, per cord	2,600 lbs
Tan bark, dry, per cord	2,000 lbs
Wood, green, per cord	3,500 lbs
Wood, dry, per cord	3,000 lbs
Fence posts and rails, and telegraph poles, per cord	3,500 lbs
Clay, per cubic yard	3,000 lbs
Sand, per cubic yard	3,000 lbs
Gravel, per cubic yard	3,200 lbs
Stone, undressed, per cubic foot	160 lbs
Lime and coal, per bushel	80 lbs
Coke, per bushel	40 lbs
Portland cement, per barrel	400 lbs
Other cements, per barrel	300 lbs

A ton is 2,000 pounds.

10. When any article is too bulky to put in a box car, it shall be subject to special contract.

CHARGE FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

11. A charge of no more than two dollars per car will be allowed for switching or transferring a car from any point on any road or warehouse within a space of one mile from starting point, without regard to weight or contents.

When, in the transfer of a car between said points it is necessary to pass over the line of any intermediate road or roads, the maximum charge of two dollars shall be equitably divided between the roads at interest.

When a charge is made for the transfer of loaded cars between said points no additional charge shall be made for the return of the empty cars.

DELIVERY OF CARS TO CONNECTING ROADS.

12. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge of cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPER TO ROUTE FREIGHTS.

13. The right of a shipper to direct by what line or lines of railroads in this State his shipments shall be transported within the State of Florida shall be observed by all the railroads of this State.

RAILROADS MUST ACT AS COMMON CARRIERS.

14. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation.

COMPUTATION OF PERCENTAGES.

15. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, there should be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of half cent or over may be counted as one cent.

RATE ON SMALL SHIPMENTS.

16. Railroad companies may collect twenty-five cents as a minimum charge on a single shipment, however small.

CLASSIFICATION.

17. The Southern Freight Classification No. 25, in force October 1st, 1897, and the current additions to and changes therein, as shall

be officially announced by said Association, will be observed by the railroad companies doing business in this State, subject, however, to such additions thereto and changes therein as have been prescribed by the Railroad Commissioners of Florida, as contained in the following "Exception Sheet," and to such other further additions and changes as may be made from time to time hereafter by said Commissioners.

EXCEPTION SHEET.

	Class	Class if Released
Barrels, flour, sugar, whiskey and spirit, and except where agreed Rates are lower, L. C. L.	6	
Barrels empty, except ale and beer, and except where agreed rates are lower, C. L.	P	
Bones, hoofs and horns, C. L., 24,000 lbs. minimum, shipper to load and unload.	M	
Box and barrel material, C. L., 24,000 lbs. minimum.	P	
Box and barrel material, L. C. L., K. D. in bundles, 50 per cent. of.	6	
Brick, common or fire, C. L., 30,000 lbs. minimum.	P	
Brick, L. C. L., 50 per cent. of	6	
Carbolennm, in barrels.	6	
Cedar, C. L., 24,000 lbs. minimum.	K	
Cedar, L. C. L.	6	
Cement, C. L., 24,000 lbs. minimum	L	
Cement, L. C. L.	K	
Coal and coke, C. L., 24,000 lbs. minimum.	L	
Coal and coke, L. C. L. in barrels and sacks	K	
Fertilizers, any quantity.	M	
Hay and grain, mixed, carloads, 20,000 lbs. minimum.	D	
Hay, in bales, L. C. L.	B	
Honey in barrels, O. R. L.	6	
Household goods, old furniture and emigrant moveables, well packed, value limited to \$5 per 100 lbs. in case of loss or damage and so expressed in B. L., C. L., 20,000 lbs., with or without live stock; when with live stock, not to exceed 5 head, one attendant to have free passage.	X	
Ice, C. L., 24,000 lbs. minimum	L	
Ice, L. C. L., packed, prepaid	K	
Insecticide, liquid, in barrels.	K	
Iron—Bridge, pig, scrap, railroad, spikes, chairs, frogs, C. L., 24,000 lbs. minimum, per ton, 2,000 lbs.	M	
Iron—Enumerated in Southern Freight Classifications as special iron (except as enumerated above), C. L., 24,000 lbs., two-thirds of	6	
Laths, C. L., 24,000 lbs. minimum	P	
Laths, L. C. L., 50 per cent. of.	6	
Lime, C. L., 24,000 lbs. minimum	L	
Lime, L. C. L.	K	
Live stock, C. L., 20,000 lbs. minimum (see note governing valuation)	N	

EXCEPTION SHEET—Continued.

	Class	Class if Released
Live stock, L. C. L., at estimated weights as shown hereafter (see note governing valuation)		2
Lumber, C. L., 24,000 lbs. minimum		P
Lumber, L. C. L., 50 per cent. of		6
Machinery, including boilers, engines, or parts thereof, C. L. of 20,000 lbs. minimum		N
Melons, L. C. L.		A
Moss, in bales or sacks, C. L.		D
Moss, in bales or sacks, L. C. L.		6
Oil—Coal or its products in iron casks or drums (coal or kerosene, naphtha, benzine and gasoline), actual weight, L. C. L.	5	6
Orange sizes	DI	I
Palmetto leaves and fiber and Florida moss, in boxes or pressed in bales, C. L., 20,000 lbs. minimum		D
Palmetto leaves and fiber and Florida moss, in boxes or pressed in bales, L. C. L.		6
Palmetto berries in boxes, barrels or sacks, value limited to 6 cents per pound, L. C. L.		5
Same, C. L.		6
Pens, cow or field, any quantity		D
Pipe and tile, earthen, drain or roofing, C. L., 25,000 lbs., 50 per cent. of		A
Pipe, sewer, C. L., 25,000 lbs. minimum, 50 per cent. of		A
Plaster, wall, ndamant, C. L., 24,000 lbs. minimum		L
Plaster, wall, ndamant, L. C. L.		K
Pitch, C. L., 24,000 lbs. minimum		M
Pitch, L. C. L.		K
Poles and posts, C. L., 24,000 lbs. minimum		P
Poles and posts, L. C. L., 50 per cent.		6
Rosin, C. L., 24,000 lbs. minimum		M
Rosin, L. C. L.		K
Rosin dross, C. L., 24,000 lbs. minimum		M
Rosin dross, L. C. L.		K
Roofing slate, C. L., 24,000 lbs. minimum		M
Salt, C. L., 24,000 lbs. minimum		O
Salt, common, L. C. L., 75 per cent. of		6
Sawdust, C. L., 24,000 lbs., 75 per cent. of		P
Seed, beggar weed		3
Shingles, C. L., 24,000 lbs. minimum		P
Shingles, L. C. L., 50 per cent. of		6
Stone, rough, and gravel or stone, C. L., 30,000 lbs. minimum		P
Syrup, in barrels, O. R., fully released		R
Tar, including coal, C. L., 24,000 lbs. minimum		M
Tar, including coal tar, L. C. L.		K
Trees and shrubbery, boxed or baled, C. L., 20,000 lbs.		N
Turpentine, spirits of, in barrels		R
Turpentine stills and fixtures		I
Turtles, live, fully released, preprint		I
Wood, C. L., 24,000 lbs. minimum		P

For points on Pensacola & Atlantic and Pensacola Divisions of the Louisville & Nashville Railroad and the Yellow River Railroad, the Louisville & Nashville classification and exceptions will apply.

JOINT RATES SHALL BE SUM OF LOCALS.

18. On all shipments of freights not governed by Rule No. 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on such freights for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass so as to give to each road interested in the shipment its local rate for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of such freight, or be subject of appeal to the Commission by the roads at interest.

FREIGHT RECEIPTS.

19. All railroad companies in this State shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and as far as practicable shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroad receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commission. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

20. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight

transported, and the consignee shall not be compelled to pay for any article or articles not received by him. Where a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same, upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipts may have been delayed or lost.

IV. RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK.

No. 1. The weights given below are estimated and not actual, and are used simply to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 lbs., of any kind of first-class freight at carriers risk, and second-class at owners risk).

ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below	2,000 lbs.
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 lbs.
Each additional horse, mule or horned animal, except as specified below, the same car and from the same shipper to the same consignee	1,000 lbs.
Stallions, jacks and bulls, each	3,000 lbs.
Each cow and calf, together	2,500 lbs.
Each mare and foal, together	2,500 lbs.
Colts under one year old, except stallions	1,000 lbs.
Cattle, under one year old, except bulls	1,000 lbs.
Hogs, sheep, lambs, calves and other small animals boxed, taken at actual weight, but no single shipment of live stock to be charged at less than 100 lbs.	
Hogs for market, loose, each	350 lbs.
Stock hogs (i. e. for feeding), loose	125 lbs.
Sheep, loose, each	175 lbs.
Sheep, loose, in lots of five or more, each	150 lbs.
Lambs, loose, each	100 lbs.
Lambs, loose, in lots of five or more, each	75 lbs.
Calves, loose, each	175 lbs.
Calves, loose, in lots of five or more, each	150 lbs.

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MIXED SHIPMENTS.

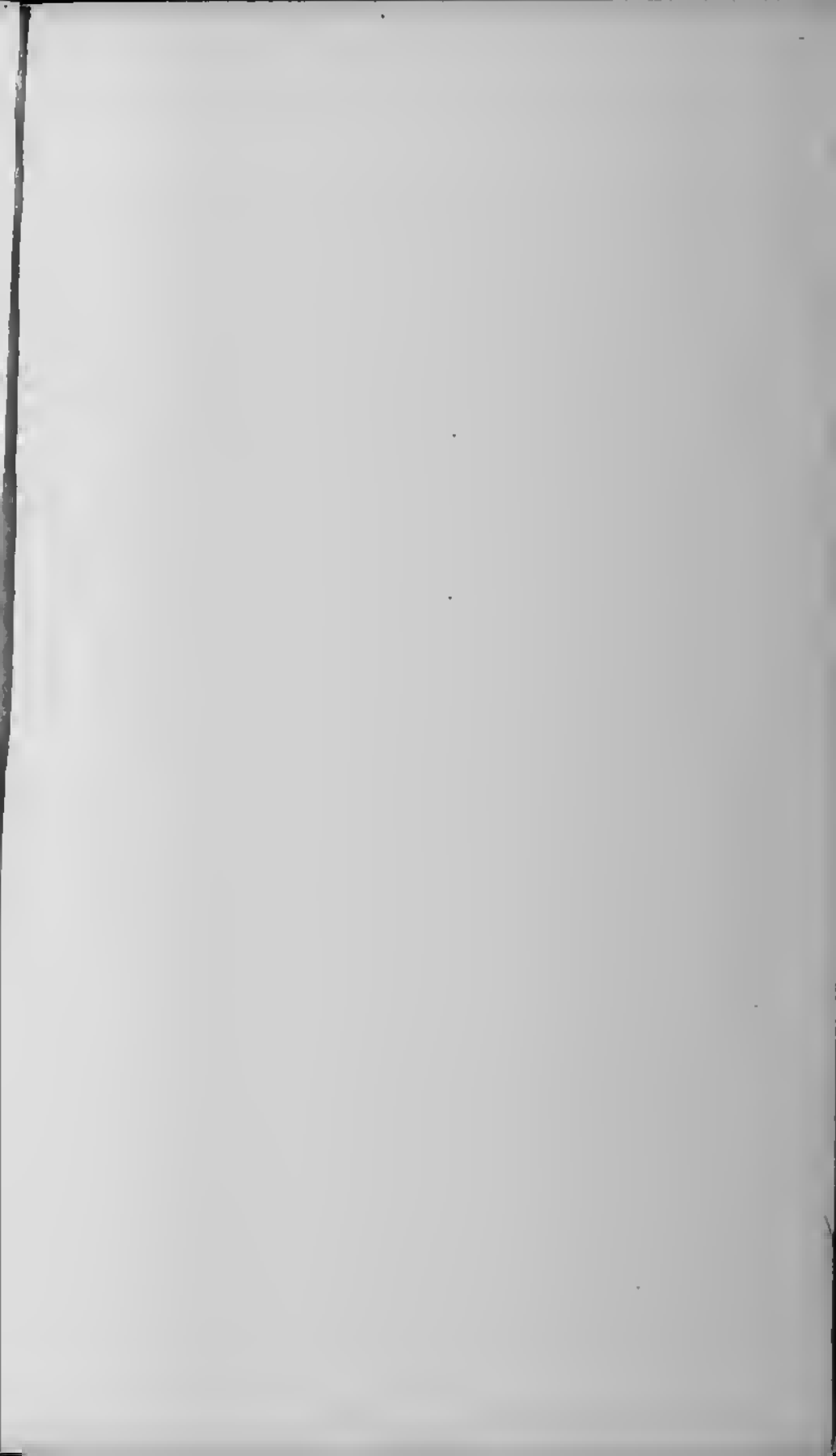
NOTE 1—The rates on live stock, as classified in this Exception Sheet, are based on the following valuations:

	EACH.
Horses and mules, not over	\$ 75 00
Horned cattle, not over	30 00
Stallions, jacks and bulls, not over	150 00
Lambs, calves, hogs or sheep, not over	5 00
Mare and colt, together, not over	100 00
Cow and calf, together, not over	35 00

No. 2. Mixed shipment of cattle, hogs, lambs, etc., will be taken in earloads at earload rates for cattle, but carriers will be released from damage to animals caused by their own acts, or to each other, and from escape, if not haltered, suffocation, exhaustion from heat or cold.

The foregoing Rules and Regulations adopted September 30th, A. D. 1897, and shall go into effect on the 1st day of November, A. D. 1897.

R. H. M. DAVIDSON, Chairman,
JOHN M. BRYAN,
H. E. DAY,
Railroad Commissioners.



OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.
TALLAHASSEE, FLA., September 30, 1897.

The following schedule of rates for each railroad doing business in whole or in part, in Florida, adopted September 30, 1897, to go into effect November 1, 1897, is published for the information of all concerned, to-wit:

Plant System of Railways.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.														Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.		PER CARLOAD				Per 100 Lbs		
	1	2	3	4	5	6	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	R		
10 Miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7			75	10	8	00	10	00	5	00	8
20 " " over 10 Miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8			90	11	00	12	00	7	00	9	
30 " " " 20 ".....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1	05	1	30	14	00	14	00	8	00	10
40 " " " 30 ".....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1	20	1	40	16	00	15	00	9	00	11
50 " " " 40 ".....	46	41	37	30	28	23	21	16	16	12	27	33	24	10	1	30	1	50	18	00	16	00	10	00	12
60 " " " 50 ".....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1	40	1	60	20	00	17	00	11	00	13
70 " " " 60 ".....	54	47	43	34	32	27	24	18	18	14	31	39	28	11	1	50	1	70	22	00	18	00	11	00	14
80 " " " 70 ".....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1	60	1	75	24	00	19	00	12	00	15
90 " " " 80 ".....	62	53	49	38	36	31	26	20	20	15	35	45	31	12	1	70	1	80	26	00	20	00	13	00	16
100 " " " 90 ".....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1	75	1	85	28	00	21	00	14	00	17
110 " " " 100 ".....	69	59	54	42	40	35	28	22	22	17	39	49	33	13	1	80	1	90	29	00	22	00	14	00	18
120 " " " 110 ".....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1	85	1	95	29	00	23	00	15	00	19

130 Miles and over	120 Miles	....	75	65	58	46	44	39	30	24	24	19	43	51	35	14	1	90	2	00	31	00	24	00	16	00	20	....	....
140 "	"	"	130 "	....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1	95	2	05	32	00	35	00	16	00	21	....	....
150 "	"	"	140 "	....	80	70	61	50	48	43	32	26	26	20	47	53	37	15	2	00	2	10	33	00	28	00	17	00	22	....	....
160 "	"	"	150 "	....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2	05	2	15	34	00	27	00	17	00	23	....	....
170 "	"	"	160 "	....	84	74	63	54	50	45	34	28	28	21	49	55	39	16	2	10	2	20	35	00	28	00	18	00	24	....	....
180 "	"	"	170 "	....	86	76	64	56	51	46	35	28	29	21	50	56	40	16	2	15	2	21	36	00	29	00	19	00	24	....	....
190 "	"	"	180 "	....	88	78	65	58	52	47	36	29	30	22	51	57	41	16	2	16	2	22	37	00	30	00	19	00	25	....	....
200 "	"	"	190 "	....	90	80	66	60	53	48	37	30	31	23	52	58	42	16	2	17	2	23	38	00	30	50	20	00	25	....	....
210 "	"	"	200 "	....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2	18	2	24	38	00	31	00	20	00	26	....	....
220 "	"	"	210 "	....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2	19	2	25	39	00	31	00	21	00	26	....	....
230 "	"	"	220 "	....	96	86	69	63	56	51	40	33	34	25	53	62	45	18	2	20	2	26	39	00	31	00	21	00	27	....	....
240 "	"	"	230 "	....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2	21	2	27	39	00	32	00	22	00	27	....	....
250 "	"	"	240 "	....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2	22	2	28	40	00	32	00	22	00	28	....	....
260 "	"	"	250 "	....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2	23	2	29	41	00	32	00	22	00	28	....	....
270 "	"	"	260 "	....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2	24	2	30	41	00	33	00	23	00	29	....	....
280 "	"	"	270 "	....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2	25	2	31	42	00	33	00	23	00	29	....	....
290 "	"	"	280 "	....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2	26	2	32	42	00	33	00	24	00	30	....	....
300 "	"	"	290 "	....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2	27	2	33	43	00	34	00	24	00	30	....	....
310 "	"	"	300 "	....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2	28	2	34	43	00	31	00	24	00	31	....	....
320 "	"	"	310 "	....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2	29	2	35	44	00	31	00	24	00	31	....	....
330 "	"	"	320 "	....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2	30	2	36	44	00	35	00	25	00	32	....	....
340 "	"	"	330 "	....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2	31	2	37	45	00	35	00	25	00	32	....	....
350 "	"	"	340 "	....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2	32	2	38	45	00	35	00	25	00	33	....	....
360 "	"	"	350 "	....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2	33	2	39	46	00	35	00	25	00	34	....	....
370 "	"	"	360 "	....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2	34	2	40	46	00	35	00	26	00	34	....	....
380 "	"	"	370 "	....	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2	35	2	43	47	00	36	00	27	00	35	....	....
390 "	"	"	380 "	....	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2	36	2	46	47	00	36	00	27	00	35	....	....
400 "	"	"	390 "	....	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2	37	2	50	48	00	36	00	28	00	36	....	....

Plant System of Railways. Continued.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.																Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD				Per 100 Lbs
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R				
410 Miles and over 400 Miles ..	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4	103	97	51	00	30	00	34	00	37
420 " " " 410 "	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4	103	97	51	00	38	00	34	00	37
430 " " " 420 "	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4	103	97	51	00	38	00	34	00	37
440 " " " 430 "	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4	113	97	51	00	40	00	34	00	38
450 " " " 440 "	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4	114	00	51	00	40	00	34	00	38
460 " " " 450 "	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4	114	00	51	00	40	00	34	00	38
470 " " " 460 "	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4	124	00	51	00	42	00	34	00	39
480 " " " 470 "	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4	124	01	51	00	42	00	34	00	39
490 " " " 480 "	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4	124	05	51	00	42	00	34	00	39
500 " " " 490 "	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4	134	05	52	00	44	00	34	00	40

Full passenger fare, four (4) cents per mile.

**Schedule of Freight Tariffs, Revised, Allowed and Adopted by the Railroad Commission,
State of Florida.**

For Plant System of Railways,

Between Baker's Mill and Gainesville, Fla., inclusive, and Boulogne, Fla., to Jacksonville, inclusive.

DISTANCES		CLASS RATES IN CENTS PER 100 LBS.																SPECIAL RATES									
																		Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD				Per 100 Lbs	Rosin	Turpentine
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R						
5 Miles		18	17	15	12	11	9	9	8	4½	4	11	12	9	4	35	55	8 00	5 50	4 00	4	3	4				
10 "		24	21	20	15	14	12	12	8	5½	5	14	15	11	5	50	80	8 00	6 00	5 00	5	4	6				
15 "		27	24	23	18	17	14	14	9	6	5½	17	18	12½	5½	55	85	11 00	9 00	6 00	5½	4½	6				
20 "		30	27	24	21	18	15	15	10	7	6	18	21	14	6	60	90	11 00	10 00	7 00	6	5	7				
25 "		33	30	27	24	20	17	17	11	7½	7	20	24	15	6½	65	95	14 00	11 00	8 00	6½	5	7				
30 "		36	32	29	26	21	17	17	11	7½	7	21	26	15	7	70	1 00	14 00	11 00	8 00	7	5½	8				
35 "		39	35	32	29	23	18	18	12	8	7½	23	29	16	7½	75	1 05	16 00	12 00	9 00	7½	6	8				
40 "		41	38	33	30	24	18	18	12	8	7½	24	30	16	8	80	1 10	16 00	12 00	9 00	8	6½	9				
45 "		44	39	36	32	26	20	20	13	8½	8	26	32	17½	8	85	1 15	18 00	13 00	10 00	8½	6½	9				
50 "		45	41	37	33	27	20	20	13	9	8	27	33	17½	8	90	1 20	18 00	13 00	10 00	9	6½	10				
55 "		48	44	39	35	28	21	21	14	9	8½	28	35	18	8	95	1 25	20 00	14 00	10 00	9	6½	10				
60 "		49	45	39	35	28	21	21	14	9	8½	28	35	18	9	95	1 30	20 00	14 00	11 00	10	7	11				

65	"	49	45	39	35	28	21	21	15	9 $\frac{1}{2}$	9	28	35	19	9	1	00	1	35	22	00	15	00	11	00	10	7	11
70	"	50	46	41	36	28	21	21	15	9 $\frac{1}{2}$	9	28	36	19	9	1	00	1	40	22	00	15	00	11	00	11	7	12
75	"	53	49	42	38	29	22	22	16	10	9 $\frac{1}{2}$	29	38	20	9 $\frac{1}{2}$	1	05	1	45	21	00	16	00	12	00	11	7 $\frac{1}{2}$	12
80	"	55	50	43	39	29	22	22	16	10	9 $\frac{1}{2}$	29	39	20	9 $\frac{1}{2}$	1	10	1	50	24	00	16	00	12	00	12	7 $\frac{1}{2}$	13
85	"	57	52	45	40	31	24	24	17	11	10	31	40	21 $\frac{1}{2}$	9 $\frac{1}{2}$	1	15	1	55	26	00	17	00	13	00	12	7 $\frac{1}{2}$	13
90	"	59	53	46	40	31	24	24	17	11	10	31	40	21 $\frac{1}{2}$	9 $\frac{1}{2}$	1	15	1	60	26	00	17	00	13	00	13	7 $\frac{1}{2}$	14
95	"	62	55	48	40	31	25	25	18	11 $\frac{1}{2}$	11	31	40	23	10	1	20	1	65	28	00	17	00	14	00	14	8	15
100	"	62	55	48	40	31	25	25	18	11 $\frac{1}{2}$	11	31	40	23	10	1	20	1	70	28	00	17	00	14	00	14	8	15

When the mileage does not end in 0 or 5, the nearest mileage so ending shall govern. Thus: For a distance of 27 miles, charge for 25 miles; for 28 miles, charge for 30 miles.

Florida Central & Peninsular Railroad Co.

DISTANCES		CLASS RATES IN CENTS PER 100 LBS.														Per Barrel		Per 100 Lbs		Per Ton 2,000 Lbs.		PER CARLOAD				Per 100 Lbs		Oranges, per Box 80 Lbs.	Vegetables, per Cr. 50 Lbs.
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R								
10 Miles and under	...	30	27	24	20	18	15	11	10	11	9	19	21	16	7	75	10	8	00	10	00	5	00	8					
20 " " over	10 Miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	90	1	20	11	00	12	00	7	00	9				
30 " " " 20 "	...	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1	05	1	30	14	00	14	00	8	00	10			
40 " " " 30 "	...	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1	20	1	40	16	00	15	00	9	00	11			
50 " " " 40 "	...	46	41	37	30	28	23	21	16	16	12	27	33	24	10	1	30	1	50	18	00	16	00	10	00	12			
60 " " " 50 "	...	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1	40	1	60	20	00	17	00	11	00	13			
70 " " " 60 "	...	54	47	43	34	32	27	24	18	18	14	31	39	28	11	1	50	1	70	22	00	18	00	11	00	13			
80 " " " 70 "	...	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1	60	1	75	24	00	19	00	12	00	15			
90 " " " 80 "	...	62	53	49	38	36	31	26	20	20	15	35	45	31	12	1	70	1	80	26	00	20	00	13	00	16			
100 " " " 90 "	...	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1	75	1	85	28	00	21	00	14	00	17			
110 " " " 100 "	...	69	59	54	42	40	35	28	22	22	17	39	49	33	13	1	80	1	90	29	00	22	00	14	00	18			
120 " " " 110 "	...	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1	85	1	95	29	00	23	00	15	00	19			
130 " " " 120 "	...	75	65	58	46	44	39	30	24	24	19	43	51	35	14	1	90	2	00	31	00	24	00	16	00	20			
140 " " " 130 "	...	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1	95	2	05	32	00	25	00	16	00	21			
150 " " " 140 "	...	80	70	61	50	48	43	32	26	26	20	47	53	37	15	2	00	2	10	33	00	26	00	17	00	22			
160 " " " 150 "	...	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2	05	2	15	34	00	27	00	17	00	23			

170	"	"	"	160	"	84	74	63	54	50	45	34	28	28	21	49	55	39	164	2	102	2035	0028	0018	0024	.....
180	"	"	"	170	"	86	76	64	56	51	46	35	28	20	21	50	56	40	164	2	152	2136	0030	0019	0024	.....
190	"	"	"	180	"	88	78	65	58	52	47	36	29	30	22	51	57	41	164	2	162	2237	0030	0019	0025	.....
200	"	"	"	190	"	90	80	66	60	53	48	37	30	31	23	52	58	42	164	2	172	2338	0030	0020	0025	.....
210	"	"	"	200	"	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2	182	2438	0031	0020	0026	.....
220	"	"	"	210	"	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2	192	2539	0031	0021	0026	.....
230	"	"	"	220	"	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2	202	2639	0031	0021	0027	.....
240	"	"	"	230	"	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2	212	2739	0032	0022	0027	.....
250	"	"	"	240	"	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2	222	2840	0032	0022	0028	.....
260	"	"	"	250	"	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2	232	2941	0032	0022	0028	.....
270	"	"	"	260	"	102	91	73	67	60	55	44	37	38	26	55	66	48	20	2	242	3041	0033	0023	0029	.....
280	"	"	"	270	"	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2	252	3142	0033	0023	0029	.....
290	"	"	"	280	"	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2	262	3242	0033	0024	0030	.....
300	"	"	"	290	"	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2	272	3343	0034	0024	0030	.....
310	"	"	"	300	"	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2	282	3443	0034	0024	0031	.....
320	"	"	"	310	"	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2	292	3544	0034	0024	0031	.....
330	"	"	"	320	"	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2	302	3644	0035	0025	0032	.....
340	"	"	"	330	"	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2	312	3745	0035	0025	0032	.....
350	"	"	"	340	"	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2	322	3845	0035	0025	0033	.....
360	"	"	"	350	"	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2	332	3946	0035	0025	0034	.....
370	"	"	"	360	"	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2	342	4046	0035	0026	0034	.....
380	"	"	"	370	"	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2	352	4147	0036	0027	0035	.....
390	"	"	"	380	"	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2	362	4247	0036	0027	0035	.....
400	"	"	"	390	"	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2	372	5048	0036	0028	0036	.....

Full passenger fare four (4) cents per mile.

Atlantic, Suwannee River & Gulf Railway.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.																Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD				Per 100 Lbs	Oranges, per Box 30 Lbs.	Vegetables, per Cr. 50 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R						
10 Miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	75	1 10	8 00	10 00	5 00	8	13	10				
20 " " over 10 Miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	90	1 20	11 00	12 00	7 00	9	13	10				
30 " " " 20 "	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1 05	1 30	14 00	14 00	8 00	10	13	10				
40 " " " 30 "	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1 20	1 40	16 00	15 00	9 00	11	13	11				

Full passenger fare four (4) cents per mile.

Gainesville & Gulf Railway Co.

10 Miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	75	1 10	8 00	10 00	5 00	8	13	10				
20 " " over 10 Miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	90	1 20	11 00	12 00	7 00	9	13	10				
30 " " " 20 "	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1 05	1 30	14 00	14 00	8 00	10	13	10				
40 " " " 30 "	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1 20	1 40	16 00	15 00	9 00	11	13	11				

Full passenger fare four (4) cents per mile.



Florida East Coast Railway.

DISTANCES		CLASS RATES IN CENTS PER 100 LBS.																Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD	Per 100 Lbs	Oranges, per Box 80 Lbs.	Vegetables, per Crt. 50 Lbs.				
		1	2	3	4	5	6	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	R				
10 Miles and under.	30	27	24	20	18	15	11	10	11	9	19	21	16	7				75	10	8	00	10	00	5	00	8	
20 " " over 10 Miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8				90	1	20	11	00	12	00	7	00	9
30 " " " 20 "	38	35	31	26	24	19	17	14	14	11	23	27	20	9				105	1	30	14	00	14	00	8	00	10
40 " " " 30 "	42	38	34	28	26	21	19	15	15	11	25	30	22	10				120	1	40	16	00	15	00	9	00	11
50 " " " 40 "	46	41	37	30	28	23	21	16	16	12	27	33	24	10				135	1	50	18	00	16	00	10	00	12
60 " " " 50 "	50	44	40	32	30	25	23	17	17	13	29	36	26	11				150	1	60	20	00	17	00	11	00	13
70 " " " 60 "	54	47	43	34	32	27	24	18	18	14	31	38	28	11				165	1	70	22	00	18	00	12	00	14
80 " " " 70 "	58	50	46	36	34	29	25	19	19	15	33	42	30	12				180	1	80	24	00	19	00	13	00	15
90 " " " 80 "	62	53	49	38	36	31	26	20	20	15	35	45	31	12				195	1	90	26	00	20	00	14	00	16
100 " " " 90 "	66	56	52	40	38	33	27	21	21	16	37	47	32	13				210	1	100	28	00	21	00	14	50	17
110 " " " 100 "	69	59	54	42	40	35	28	22	22	17	39	49	33	13				225	1	110	29	00	22	00	15	00	18
120 " " " 110 "	72	62	56	44	42	37	29	23	23	18	41	50	34	14				240	1	120	30	00	23	00	16	00	19
130 " " " 120 "	75	65	58	46	44	39	30	24	24	19	43	51	35	14				255	1	130	31	00	24	00	17	00	20
140 " " " 130 "	78	68	60	48	46	41	31	25	25	19	45	52	36	15				270	1	140	32	00	25	00	17	50	21
150 " " " 140 "	80	70	61	50	48	43	32	26	26	20	47	53	37	15				285	2	150	33	00	26	00	18	00	22
160 " " " 150 "	82	72	62	52	49	44	33	27	27	20	48	54	38	16				300	2	160	34	00	27	00	19	00	23

170 Miles and over	180 Miles	84	74	63	54	50	45	34	28	28	21	19	55	39	16	2	10	2	20	35	00	28	00	19	50	24
180 "	"	86	76	64	56	51	46	35	28	29	21	50	56	40	16	2	15	2	21	36	00	29	00	20	00	24
190 "	"	88	78	65	58	52	47	36	29	30	22	51	57	41	16	2	16	2	22	37	00	30	00	20	00	25
200 "	"	90	80	68	60	53	48	37	30	31	23	52	58	42	16	2	17	2	23	38	00	30	50	20	50	25
210 "	"	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2	18	2	24	38	00	31	00	21	00	26
220 "	"	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2	19	2	25	39	00	31	00	22	00	26
230 "	"	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2	20	2	26	39	00	31	00	22	50	27
240 "	"	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2	21	2	27	39	00	32	00	22	50	27
250 "	"	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2	22	2	28	40	00	32	00	23	00	28
260 "	"	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2	23	2	29	41	00	32	00	24	00	28
270 "	"	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2	24	2	30	41	00	33	00	25	00	29
280 "	"	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2	25	2	31	42	00	33	00	26	00	29
290 "	"	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2	26	2	32	42	00	33	00	27	00	30
300 "	"	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2	27	2	33	43	00	34	00	27	50	30
310 "	"	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2	28	2	34	43	00	34	00	28	00	31
320 "	"	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2	29	2	35	44	00	34	00	29	50	31
330 "	"	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2	30	2	36	44	00	35	00	31	00	32
340 "	"	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2	31	2	37	45	00	35	00	32	50	32
350 "	"	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2	32	2	38	45	00	35	00	34	00	33
360 "	"	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2	33	2	39	46	00	35	00	35	50	34
370 "	"	111	97	80	73	68	61	50	43	44	31	61	76	55	22	2	34	2	40	46	00	35	00	37	00	34

To be used only between stations on Atlantic & Western Branch.

10 Miles and under	30	27	24	21	18	15	12	12	10	9	18	22	18	7	85	1	00	8	00	10	00	5	00	15	
20 " " over 10 Miles	36	35	30	28	24	18	15	14	10	10	20	27	20	8	1	00	1	20	11	00	11	00	7	00	18
30 " " " 20 "	40	38	32	30	26	20	17	16	11	12	21	30	21	9	1	00	1	20	14	00	12	00	8	00	20

Full passenger fare four (4) cents per mile.

Florida Midland Railroad.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.														Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD				Per 100 Lbs	Oranges, per Box 80 Lbs.	Vegetables, per Cr. 50 Lbs.
	I	2	3	4	5	6	A	B	C	D	E	B	F	K	L	M	N	O	P	R				
10 Miles and under	25	23	20	15	15	12	10	12	7	8	16	15	15	5	80	1 00	8 00	10 00	5 00	7	10	8		
20 " " over 10 Miles	32	28	24	20	19	14	13	14	8	10	18	21	19	6	00	1 15	11 00	12 00	7 00	8	11	8		
30 " " " 20 "	40	35	30	23	22	17	15	16	9	11	21	26	20	7	1 00	1 25	14 00	13 00	8 00	9	12	8		
40 " " " 30 "	46	41	37	29	27	21	19	17	10	12	25	31	21	8	1 10	1 35	16 00	14 00	9 00	10	12	9		
50 " " " 40 "	50	46	41	34	30	22	21	18	11	13	27	33	22	9	1 20	1 45	18 00	15 00	10 00	11	13	0		

Full passenger fare four (4) cents per mile.

*Pensacola & Atlantic Division Louisville & Nashville Railroad.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.															Per Barrel	Per 100 Lbs	CARLOADS									
																		Per 100 Lbs.			Per 2000 lbs	Per Car		Live Stock, Except Hogs	Sheep, Dm. Ox, Hogs, Single. "	Oranges per Box, 80 Lbs.	Vegetables, per Crd, 50 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L			M	N	Coal							
10 Miles and under.....	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	60	10	00	12	00	10	8			
15 " " over 10 Miles.....	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	80	14	00	17	00	10	8			
20 " " " 15 " ".....	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	90	14	00	17	00	11	8			
25 " " " 20 " ".....	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	1 00	17	00	20	00	11	8			
30 " " " 25 " ".....	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	1 05	17	00	20	00	12	8			
35 " " " 30 " ".....	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	1 15	18	00	23	00	12	9			
40 " " " 35 " ".....	42	37	33	30	27	24	24	24	12	9	24	24	24	23	12	8	6	1 20	19	00	23	00	12	9			
45 " " " 40 " ".....	43	40	34	31	28	25	25	25	13	10	25	25	26	24	13	8	7	1 25	21	00	25	00	12	9			
50 " " " 45 " ".....	45	41	35	32	29	26	26	26	14	10	26	26	28	24	14	0	7	1 25	21	00	25	00	13	9			
55 " " " 50 " ".....	47	42	36	33	30	27	27	27	15	11	27	27	30	24	15	10	7	1 30	23	00	28	00	13	9			
60 " " " 55 " ".....	48	43	37	34	31	28	28	28	16	11	28	28	32	25	16	12	8	1 35	23	00	28	00	13	9			
65 " " " 60 " ".....	50	44	40	36	33	30	30	30	17	12	30	30	34	25	17	12	8	1 40	25	00	30	00	13	10			
70 " " " 65 " ".....	52	45	41	37	33	30	30	30	17	12	30	30	34	26	17	13	8	1 45	25	00	30	00	14	10			
75 " " " 70 " ".....	55	45	42	38	34	30	30	30	18	13	30	30	36	26	18	13	9	1 50	27	00	32	00	14	10			
80 " " " 75 " ".....	57	47	43	39	35	31	31	31	18	14	31	31	36	26	18	14	9	1 50	27	00	32	00	14	10			
85 " " " 80 " ".....	58	50	44	40	36	32	32	32	19	15	32	32	38	27	19	14	9	1 55	29	00	35	00	14	10			

90	"	"	"	85	"	60	52	46	41	37	33	33	33	19	15	33	33	38	27	19	15	10	1	55	29	00	35	00	15	10
95	"	"	"	90	"	62	54	48	43	38	34	34	34	19	15	34	34	38	27	19	15	10	1	60	31	00	35	00	15	10
100	"	"	"	95	"	64	56	50	45	40	36	36	36	20	15	36	36	40	27	20	15	10	1	60	31	00	35	09	15	10
110	"	"	"	100	"	66	58	51	46	41	37	37	37	21	16	37	37	42	28	21	16	11	1	65	32	00	36	00	15	11
120	"	"	"	110	"	68	60	52	47	42	38	38	38	22	17	38	38	44	28	22	16	11	1	65	34	00	38	00	16	11
130	"	"	"	120	"	70	62	53	48	43	39	39	39	23	18	39	39	46	28	23	17	12	1	75	34	00	39	00	16	11
140	"	"	"	130	"	72	64	54	49	44	40	40	40	24	19	40	40	48	28	24	17	12	1	75	35	00	40	00	16	11
150	"	"	"	140	"	74	66	55	50	45	41	41	41	25	20	41	41	50	28	25	18	13	1	80	36	00	40	00	17	12
160	"	"	"	150	"	76	68	56	51	46	42	42	42	25	20	42	42	50	28	26	18	13	1	80	37	00	40	00	17	12

*Governed by Louisville & Nashville R. R. Local Classification.
Full passenger fare four (4) cents per mile.

*Pensacola Division Louisville & Nashville Railroad.

10 Miles and under	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	60	5	00	6	00	10	8
15 " " over 10 Miles	15	13	12	11	10	9	9	9	8	8	9	9	12	9	8	5	4	70	6	00	7	00	11	8
20 " " " 15 "	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	90	7	00	8	00	12	8
25 " " " 20 "	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1 05	8	00	10	00	12	9
30 " " " 25 "	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1 15	10	00	12	00	13	9
35 " " " 30 "	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1 20	12	00	14	00	13	9
40 " " " 35 "	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1 25	14	00	17	00	14	10
45 " " " 40 "	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1 25	15	00	18	00	14	10
50 " " " 45 "	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1 30	16	00	19	00	15	10
55 " " " 50 "	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1 35	18	00	22	00	15	10

*Governed by Louisville and Nashville R. R. Local Classification.
Full passenger fare three (3) cents per mile.

Georgia Southern and Florida Railway Co.

DISTANCES		CLASS RATES IN CENTS PER 100 LBS.														Per Barrel		Per 100 Lbs		Per Ton		PER CARLOAD		Per 100 Lbs		Oranges, per Box, 30 Lbs.	Vegetables, per Crd. 50 lbs.		
																		2,000											
		1	2	3	4	5	6	A	B	C	D	E	B	F	K	L	M	N	O	P	R								
10 Miles and under.	.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	75	1	20	9	75	12	00	5	00	8	10	3		
20 "	" " over 10 Miles.	.....	30	27	24	21	18	15	15	7	0	18	21	14	9	90	1	35	12	00	15	00	7	00	9	11	3		
30 "	" " " 20 "	.....	30	32	29	26	21	17	17	7½	8½	21	26	15	10½	1	05	1	50	15	00	18	50	8	00	11	12	3	
40 "	" " " 30 "	.....	41	36	33	30	24	18	18	8	7½	24	30	16½	12	1	20	1	65	19	50	18	00	9	00	12	12	9	
50 "	" " " 40 "	.....	42	38	35	31	25	18	18	8½	8	25	31	17½	12	1	26	1	68	19	60	18	20	10	00	13	13	9	
60 "	" " " 50 "	.....	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1	33	1	82	20	30	19	60	11	00	14	13	9
70 "	" " " 60 "	.....	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1	40	1	96	22	40	21	00	11	00	15	14	10
80 "	" " " 70 "	.....	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1	43	1	96	22	40	21	00	12	00	16	14	10
90 "	" " " 80 "	.....	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1	50	2	08	23	40	22	10	13	00	17	15	10
100 "	" " " 90 "	.....	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1	50	2	21	26	00	22	10	14	00	18	15	10
110 "	" " " 100 "	.....	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1	56	2	21	26	00	22	10	14	00	18	15	11
120 "	" " " 110 "	.....	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1	56	2	28	27	00	22	10	15	00	19	15	11

Full passenger fare three (3) cents per mile.

Jacksonville, Tampa & Key West Railway.

DISTANCES		CLASS RATES IN CENTS PER 100 LBS.														Per Barrel		Per 100 Lbs		Per Ton 2,000 Lbs.		PEA CARLOAD			Per 100 Lbs		Oranges, per Box, 80 Lbs.	Vegetables, per Cr., 50 Lbs.
		1	2	3	4	5	6	A	B	C	D	E	B	F	K	L	M	N	O	P	R							
10 Miles and under.		30	27	24	20	18	15	11	10	11	9	19	21	16	7	75	10	8	00	10	00	5	00	8	8			
20 " " over 10 Miles.		34	31	28	23	21	17	15	12	12	10	21	24	18	8	90	1	20	11	00	12	00	7	00	9			
30 " " " 20 "		38	35	31	26	24	19	17	14	14	11	23	27	20	9	1	05	1	30	14	00	14	00	8	00	10		
40 " " " 30 "		42	38	34	28	26	21	19	15	15	11	25	30	22	10	1	20	1	40	16	00	15	00	9	00	11		
50 " " " 40 "		46	41	37	30	28	23	21	16	16	12	27	33	24	10	1	30	1	50	18	00	16	00	10	00	12		
60 " " " 50 "		50	44	40	32	30	25	23	17	17	13	29	36	26	11	1	40	1	60	20	00	17	00	11	00	13		
70 " " " 60 "		54	47	43	34	32	27	24	18	18	14	31	39	28	11	1	50	1	70	22	00	18	00	11	00	14		
80 " " " 70 "		58	50	46	36	34	29	25	19	19	15	33	42	30	12	1	60	1	80	24	00	19	00	12	00	15		
90 " " " 80 "		62	53	49	38	36	31	26	20	20	15	35	45	31	12	1	70	1	90	26	00	20	00	13	00	16		
100 " " " 90 "		66	56	52	40	38	33	27	21	21	16	37	47	32	13	1	80	1	100	28	00	21	00	14	00	17		
110 " " " 100 "		69	59	54	42	40	35	28	22	22	17	39	49	33	13	1	90	1	110	30	00	22	00	14	00	18		
120 " " " 110 "		72	62	56	44	42	37	29	23	23	18	41	50	34	14	1	100	1	120	32	00	23	00	15	00	19		
130 " " " 120 "		75	65	58	46	44	39	30	24	24	19	43	51	35	14	1	110	1	130	34	00	24	00	16	00	20		
140 " " " 130 "		78	68	60	48	46	41	31	25	25	19	45	52	36	15	1	120	1	140	36	00	25	00	16	00	21		
150 " " " 140 "		80	70	61	50	48	43	32	26	26	20	47	53	37	15	1	130	1	150	38	00	26	00	17	00	22		
160 " " " 150 "		82	72	62	52	49	44	33	27	27	20	48	54	38	16	1	140	1	160	40	00	27	00	17	00	23		

Full passenger fare four (4) cents per mile.

Live Oak & Gulf Railway Co.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.																Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD						Per 100 Lbs	Oranges, per Box, 30 Lbs.	Vegetables, per Crn. 50 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R								
10 Miles and under.....	80	27	24	20	18	15	11	10	11	9	19	21	16	7	75	1 10	8 00	10 00	5 00	8								
20 " " over 10 Miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	90	1 20	11 00	12 00	7 00	9								
30 " " " 20 "	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1 05	1 30	14 00	14 00	8 00	10								
40 " " " 30 "	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1 20	1 40	16 00	15 00	9 00	11								
50 " " " 40 "	46	41	37	30	28	23	21	16	16	12	27	33	24	10 1/2	1 30	1 50	18 00	18 00	10 00	12								

Full passenger fare five (5) cents per mile.

Tavares & Gulf Railroad Co.

10 Miles and under.....	30	27	25	22	19	16	15	12	12	10	20	24	20	8	1 00	1 25	8 00	10 00	6 00	10	13	9
20 " " over 10 Miles	35	32	29	26	23	20	18	15	15	13	23	28	25	10	1 25	1 50	11 00	12 00	8 00	12	14	10
30 " " " 20 "	40	37	33	30	27	24	20	17	17	14	25	31	27	12	1 40	1 50	14 00	15 00	9 00	14	15	11

Full passenger fare five (5) cents per mile.

Jacksonville & Atlantic Railroad.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.																Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD						Per 100 Lbs	Oranges, per Box, 80 Lbs.	Vegetables, per Crt. 50 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R								
10 Miles and under	23	21	19	17	13	13	10	11	9	8	17	18	17	8	1	10	1	40	8	00	10	40	5	40	8	12	8	
20 " " over 10 Miles	30	26	23	22	19	15	13	13	10	9	19	19	20	9	1	20	1	45	11	00	12	00	7	00	9	13	8	

Full passenger fare three (3) cents per mile.

Pensacola, Alabama & Tennessee Railroad Co.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.																Per Barrel	Per 100 Lbs	Fertilizers	Per 100 Lbs	Per 100 Lbs	Brick, C L	Lumber, C L
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P						
10 Miles and under.....	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5	5						
20 " " over 10 Miles.....	23	20	16	16	13	12	12	12	9	9	13	13	9	9	9	6	6						
30 " " " 20 ".....	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8						

Full passenger fare three (3) cents per mile.

Carrabelle, Tallahassee & Georgia Railroad Co.

DISTANCES	CLASS RATES IN CENTS PER 100 LBS.																Per Barrel	Per 100 Lbs	Per Ton 2,000 Lbs.	PER CARLOAD				Per 100 Lbs	Oranges, per Box, 80 Lbs.	Vegetables, per Crd. 50 Lbs.	Resin, G. L., per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R							
10 Miles and under	30	27	24	20	18	15	11	10	11	0	19	21	16	8	75	1 10	8 00	10 00	5 00	9	10	8	4				
20 " " over 10 Miles	34	31	28	23	21	17	15	12	12	10	21	24	18	9	90	1 20	11 00	12 00	7 00	10	11	8	5				
30 " " " 20 "	38	35	31	26	24	19	17	14	14	11	23	27	20	10	1 05	1 30	14 00	14 00	8 00	10	12	8	5				
40 " " " 30 "	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1 20	1 40	15 00	15 00	9 00	11	12	9	5				
50 " " " 40 "	46	41	37	30	28	23	21	16	16	12	27	33	24	10	1 30	1 50	16 00	16 00	10 00	12	13	9	6				

Full passenger fare live (5) cents per mile.

RATES ON VEGETABLES, ORANGES AND LEMONS

To Jacksonville, Gainesville and High Springs
(for beyond).

Plant System of Railways.

Station No.		Vegetables, Per Standard Crate.	Oranges and Lemons, Per Box.
TO JACKSONVILLE, FLA., (For beyond) FROM Savannah, Florida & Western Railway.			
1	Sanford	Fla 10	10
2	Elwood	" 13	14
3	Crystal Lake	" 13	16
4	Lake Mary	" 13	16
5	Soldiers Creek	" 13	18
6	Longwood	" 13	18
7	Altamonte Springs	" 13	18
8	Formosa	" 13	18
9	Woodbridge	" 13	18
10	Maitland	" 13	18
11	Winter Park	" 13	18
12	Orlando	" 13	18
13	Eight Oaks	" 13	18
14	Troy	" 13	18
15	Gatlin	" 13	18
16	Jessamine	" 13	18
17	Pine Castle	" 13	18
18	Big Cypress	" 13	18
19	McKinnon	" 13	18
20	Marydia	" 13	18
21	Kissimmee	" 13	18
22	Campbells	" 13	18
23	Loughman	" 13	18
24	Davenport	" 13	18
25	Haines City	" 13	18
26	Bartow Junction	" 13	18
27	Auburndale	" 13	18
28	Fitzhugh	" 13	18
Bartow Branch.			
29	Excelsior Park	Fla 13	18
30	Gordonville	" 13	18
31	Eagle Lake	" 13	18
32	Eloise	" 13	18

Plant System of Railways—Continued.

Station No.		Vegetables, Per Standard Grate.	Oranges and Lemons, Per Box.
TO JACKSONVILLE, FLA., (For beyond) FROM Bartow Branch. (Continued.)			
1	Winter Haven.....	Fla 13	18
2	Florence.....	" 13	18
3	Conine.....	" 13	18
S. & I. Division.			
4	Spear Grove.....	Fla 14	14
5	Fort Reed.....	" 14	14
6	Onora.....	" 14	14
7	Silver Lake.....	" 14	14
8	Rutledge.....	" 14	14
9	Aluvia.....	" 14	16
10	Clydes.....	" 14	16
11	Barlows.....	" 14	16
12	Clifton.....	" 14	16
13	Tusawilla.....	" 14	16
14	Lake Charm.....	" 14	16
15	Oveido.....	" 14	16
St. Cloud Sugar Belt.			
16	Hammock Grove.....	Fla 16	20
17	Hirtzell.....	" 16	20
18	Carolina.....	" 16	20
19	St. Cloud Junction.....	" 16	20
20	St. Cloud.....	" 16	20
21	Deeson.....	" 16	20
22	Sunny Side.....	" 16	20
23	Ashton.....	" 16	20
24	Peen-To.....	" 16	20
25	Runnymede.....	" 16	20
26	Narcoosee.....	" 16	20
Sanford & St. Petersburg. (North of Trilly.)			
27	Monroe.....	Fla 10	10
28	Sylvan Lake.....	" 13	16
29	Paola.....	" 13	16
30	Pine Crest.....	" 13	16
31	Island Lake.....	" 13	16

Plant System of Railways—Continued.

Station No.

Vegetables,
Per Standard
Crte.Oranges and
Lemons,
Per Box.

TO JACKSONVILLE, FLA.,
(For beyond)
FROM
Sanford & St. Petersburg.
(North of Trilby—Continued.)

1	Glen Ethel	Fla	13	16
2	Palm Springs	"	13	18
3	Grenada	"	13	18
4	Forest City	"	13	18
5	Toronto	"	13	18
6	Lakeville	"	13	18
7	Clareona	"	13	18
8	Millerton	"	13	18
9	Statens	"	13	18
10	Crown Point	"	13	18
11	Brunnons	"	13	18
12	Winter Garden	"	13	18
13	Brayton	"	13	18
14	Tildenville	"	13	18
15	Oakland	"	13	18
16	Killarney	"	13	18
17	Mohawk	"	13	18
18	Mineola	"	13	18
19	Greene	"	13	18
20	Clermont	"	13	18
21	Varnel	"	13	18
22	Sheridan	"	13	18
23	Mascotte	"	13	18
24	Mabel	"	13	18
25	Tarrytown	"	13	18
26	Linden	"	13	18
27	Riverland	"	13	18
28	Lacoochee	"	12	18

TO GAINESVILLE, FLA.,
(For beyond)
FROM
Florida Southern Railway.

29	Oliver Park	Fla	10	13
30	Denbys	"	10	13
31	Prairie Creek	"	10	13
32	Rochelle	"	10	13
33	Grove Park	Fla	10	13
34	Waitefield	"	10	13
35	Hawthorn	"	10	13

Plant System of Railways—Continued.

Station No.		Vegetables, Per Standard Crate.	Oranges and Lemons, Per Box.
	TO GAINESVILLE, FLA., (For beyond)		
	FROM Florida Southern Railway. (Continued.)		
1	Cole Grove Fla	10	13
2	Cone "	10	13
3	McMeekin "	10	13
4	Johnson "	10	13
5	Edgar "	10	13
6	Kenka "	10	13
7	Interlachen "	10	13
8	Mannville "	10	13
9	Hollister "	10	13
10	Francis "	10	13
11	Palatka "	7½	10
12	Micanopy Junction Fla	10	13
13	Micanopy "	10	13
14	Powell "	10	13
15	Abbott "	10	13
16	Shuford "	10	13
17	Phillips "	10	13
18	Willows "	10	13
19	Chamberlain "	10	13
20	Elmore "	10	13
21	Tacoma "	10	13
22	Evinston Fla	10	13
23	Boardman "	10	13
24	McIntosh "	10	14
25	Orange Lake "	10	14
26	Oaklawn "	10	14
27	Citra "	10	14
28	Hillwood "	10	14
29	Reddick "	10	14
30	Lowell "	10	14
31	Martin "	10	14
32	Kendrick "	10	14
33	Ocala "	11	16
34	Orange Avenue "	11	16
35	Montague "	11	16
36	Hayes "	11	16
37	Welshton "	11	16
38	Candler "	11	16
39	Ocklawaha "	11	16
40	Weir Park "	11	16
41	East Lake "	11	17

Plant System of Railways—Continued.

Station No.		Vegetables, Per Standard Crate.	Oranges and Lemons, Per Box.
	TO GAINESVILLE, FLA., (For Beyond)		
	FROM Florida Southern Railway. (Continued.)		
1	Stanton	Fla 11	17
2	Weirsdale	" 11	17
3	Conant	" 11	17
4	Lady Lake	" 11	17
5	Fruitland Park	" 11	17
6	Franklin	" 11	17
7	Leesburg	" 12	17
8	Hepsidam	" 12	18
9	Helena	" 12	18
10	Okahumpka	" 12	18
11	Cason	" 12	18
12	Centre Hill	" 12	18
13	Webster	" 12	18
14	Dragem Junction	" 12	18
15	Couper	" 13	18
16	Brooksville	" 13	19
	St. Johns & Lake Eustis Railroad.		
17	Grand View	Fla 12	18
18	Bellreva	" 12	18
19	Bonaventure	" 12	18
20	Tillson	" 12	18
21	Orange Bend	" 12	18
22	Lisbon	" 12	18
23	Lancaster	" 12	18
24	Grand Island	" 12	18
25	Glidwell	" 12	18
26	Fort Mason	" 12	18
27	Eustis	" 12	18
28	Mt. Homer	" 12	18
29	Tavares	" 12	18
30	Lane Park	" 12	18
31	Umatilla	" 12	18
32	Glendale	" 12	18
33	Altoona	" 12	18
34	Pittman	" 12	18
35	Summit	" 12	18
36	Sellers Lake	" 12	18
37	Cummings	" 12	18
38	Astor Park	" 10	18
39	Astor	" 10	10

Plant System of Railways—Continued.

Station No.		Vegetables, Per Standard Crate.	Oranges and Lemons, Per Box.
TO HIGH SPRINGS, FLA. (For beyond.)			
1	Simmons	8	13
2	Wades	8	13
3	Rileys	8	13
4	Wrights	8	13
5	Duttons	8	13
6	Camps	8	13
7	Lexington	8	13
8	Victoria	8	13
9	Newberry	8	13
10	Half Moon	8	13
11	Archer	10	15
12	Standard No. 1	10	16
13	Gunnells	10	16
14	Williston	10	16
15	Montbrook	10	16
16	Morrison	11	16
17	Romeo	11	16
18	Juliette	11	16
Silver Springs, Ocala & Gulf Railroad.			
19	Agnew	11	16
20	York	11	16
21	Martel	11	16
22	Leroy	11	16
23	Rock Springs	11	16
24	Piedmont	11	16
25	Flournoys	11	16
26	Stonewall	11	16
27	Weston	11	16
28	Chatmar	11	16
29	Clements	11	16
30	Youngblood	11	16
31	Dunnellon	11	18
32	Gulf Junction	11	18
33	Citronelle	12	20
34	Park Place	13	20
35	Crystal	13	20
36	Homosassa	15	20
37	Elliston	11	18
38	Hartshorn	11	18
39	Anita	11	18

Plant System of Railways—Continued.

Station No.		Vegetables, Per Standard Crte.	Oranges and Lemons, Per Box.
<p style="text-align: center;">TO HIGH SPRINGS, FLA., (For beyond.)</p> <p style="text-align: center;">FROM</p> <p style="text-align: center;">Silver Springs, Ocala & Gulf Railroad. (Continued.)</p>			
1	Globe	Fla 12	18
2	Moore's	" 12	18
3	Hernando	" 12	18
4	Arlington	" 12	18
5	Inverness	" 12	18
<p style="text-align: center;">Savannah, Florida & Western Railway.</p>			
6	Cove Bend	Fla 12	18
7	Hambro	" 12	18
8	Floral City	" 12	18
9	Bradley	" 12	18
10	Pineola	" 12	18
11	Istachatta	" 12	18
12	Bonnie May Mines	" 12	18
13	Pemberton	" 12	18
14	Fitzgerald	" 12	18
15	Delaware	" 12	18
16	Oriole	" 12	18
17	Bay City	" 12	18
18	Trilby	" 12	18
19	Owensboro	" 12	18
20	Dade City	" 12	18
21	Ellerslie	" 12	18
22	Lumberton	" 12	18
23	Richland	" 12	18
24	Flatford	" 12	18
25	Millards	" 13	18
26	Tedderville	" 13	18
27	Kathleen	" 13	18
28	Galloway	" 13	18
29	Lakeland	" 13	18
30	Winston	" 13	18
<p style="text-align: center;">W. & B. V. Railroad.</p>			
31	Medulla	Fla 18	24
32	Bone Valley Junction	" 18	24

Plant System of Railways—Continued.

Station No.		Vegetables, Per Standard Crates.	Oranges and Lemons, Per Box.
TO HIGH SPRINGS, FLA. (For beyond.)			
FROM			
W. & B. V. Railroad. (Continued.)			
1	Bone Valley	Fla 18	24
2	Memmingers	" 18	24
3	Pebble	" 18	24
4	Mulberry	" 18	24
5	Pebble Dale	" 18	24
6	Kingsford	" 18	24
7	Phosphora	" 18	24
8	Phosphora Junction	" 18	24
9	Bone Hill Junction	" 18	24
10	Bone Hill	" 18	24
Savannah, Florida & Western Railway.			
11	Youmans	Fla 13	18
12	Plant City	" 13	18
13	Dover	" 13	18
14	Saffner	" 13	18
15	Mango	" 13	19
16	Orient	" 13	19
17	East Cove	" 13	19
18	T. & T. Junction	" 13	19
19	Ybor City	" 13	19
20	Tampa	" 13	19
21	Summer Haven	Fla 15	22
22	Port Tampa City	" 15	22
23	Haskell	Fla 13	18
24	Bartow	" 13	18
T. & T. Railroad.			
25	Hillsboro	Fla 18	24
26	Harney	" 18	24
27	Idlewild Park	" 18	24
28	Thonotosassa	" 18	24
Charlotte Harbor Division.			
29	Pharr	Fla 16	21
30	Homeland	" 16	21
31	Pembroke	" 18	23

Plant System of Railways—Continued.

Station No.			Vegetables, Per Standard Crate.	Oranges and Lemons, Per Box.
TO HIGH SPRINGS, FLA., (For beyond.)				
FROM				
Charlotte Harbor Division. (Continued.)				
1	Sabin.....	Fla	18	23
2	Fort Meade.....	"	18	24
3	Acme.....	"	19	26
4	Jane Jay.....	"	19	26
5	Torrey.....	"	19	26
6	Bowling Green.....	"	19	26
7	Wauchula.....	"	19	27
8	Scotts.....	"	19	27
9	Zolfo.....	"	19	27
10	Robinson.....	"	20	27
11	Calvenia.....	"	20	27
12	Arcadia.....	"	20	28
13	Nocatee.....	"	20	28
14	Hull.....	"	20	28
15	Ft. Ogden.....	"	20	28
16	Liverpool.....	"	21	29
17	Cleveland.....	"	21	29
18	Punta Gorda.....	"	21	29
Sanford & St. Petersburg Railroad. (South of Trilby.)				
19	Lenard.....	Fla	12	18
20	Blanton.....	"	12	18
21	Chipco.....	"	12	18
22	St. Leo.....	"	13	18
23	San Antonio.....	"	13	18
24	Pasco.....	"	13	20
25	Cypress.....	"	13	21
26	Ehren.....	"	13	21
27	Drexel.....	"	13	22
28	Mexico.....	"	13	22
29	Odessa.....	"	13	22
30	Keystone Park.....	"	13	22
31	Hamilton.....	"	13	22
32	Taconey.....	"	13	22
33	Tarpon Springs.....	"	13	22
34	Seaside.....	"	13	22
35	Sutherland.....	"	13	23
36	Ozona.....	"	13	23

Plant System of Railways—Continued.

Station No.			Vegetables, Per Standard Crate.	Oranges and Lemons, Per Box.
	TO HIGH SPRINGS, FLA., (For beyond.)			
	FROM			
	Sanford & St. Petersburg Railroad. (South of Trilby—Continued.)			
1	Dunedin	Flt	13	23
2	Belleair	"	13	23
3	Clearwater	"	13	23
4	Armour	"	13	24
5	Largo	"	13	24
6	Cross Bayou	"	13	24
7	Lellman	"	13	24
8	St. Petersburg	"	13	24
9	St. Petersburg Wharf	"	15	25

RATES ON VEGETABLES, ORANGES AND LEMONS

To Jacksonville, Fernandina, Yulee and Baldwin (for beyond).

Florida Central & Peninsular Railroad

Station No.	FROM	Vegetables, Per Crate.	Oranges and Lemons, Per Box.
Western Division.			
1	Marietta	Fla 8	10
2	Macclenny	" 8	12
3	Sanderson	" 9	13
4	Watertown	" 9	13
5	Welborn	" 10	14
6	Live Oak	" 10	15
7	Lees	" 11	15
8	Madison	" 11	15
9	Aucilla	" 11	16
10	Monticello	" 12	17
11	Lloyd	" 12	17
12	Tallahassee	" 12	17
13	Quincy	" 13	18
14	River Junction	" 13	25
15	Priceville	" 8	11
16	Glen St. Mary	" 9	12
17	Ohstee	" 9	14
18	Lake City	" 9	13
19	Houston	" 10	14
20	Ellaville	" 10	15
21	West Farm	" 11	15
22	Greenville	" 11	16
23	Drifton	" 11	16
24	Pinhook	" 12	17
25	Chaires	" 12	17
26	Midway	" 13	18
27	Mt. Pleasant	" 13	18
28	Chattahoochee River	" 13	25
St. Marks Branch.			
29	Belair	Fla 12	17
30	St. Marks	" 13	18
31	Wakulla	" 13	18
Central Division.			
32	Callaban	Fla 8	10
33	Dutton	" 8	12

Florida Central & Peninsular Railroad—Cont.

Station No.	FROM	Vegetables Per Crate.	Oranges and Lemons Per Box.
Central Division. (Continued.)			
1	Brandy Branch Fla	8	12
2	Maxville "	8	12
3	Lawtey "	9	12
4	Starke "	9	13
5	Waldo "	9	13
6	Gainesville "	10	13
7	Arredondo "	10	13
8	Palmer "	10	15
9	Albion "	10	15
10	Otter Creek "	11	15
11	Rosewood "	11	16
12	Crawford "	8	12
13	Inglehome "	8	11
14	Baldwin "	8	11
15	Highland "	9	12
16	Temple "	9	13
17	Hampton "	9	13
18	Fairbanks "	10	13
19	Dayville "	10	13
20	Kanapaha "	10	13
21	Archer "	10	15
22	Bronson "	10	15
23	Ellzey "	11	15
24	Cedar Key "	11	16
Lake Weir Branch.			
25	South Lake Weir Fla	11	17
26	Summerfield . . . . . "	.....	17
Southern Division.			
27	Orange Heights Fla	10	13
28	Hawthorne "	10	13
29	Island Grove "	10	13
30	Meadow "	10	14
31	Anthony "	10	14
32	Silver Spring "	10	15
33	Santos "	11	16
34	Oxford "	11	17
35	Coleman "	11	17
36	Campville "	10	13
37	Lochloosa "	10	13
38	Citra "	10	14

Florida Central & Peninsular Railroad—Cont.

Station No.	FROM	Vegetables. Per Crate.	Oranges and Lemons. Per Box.
Southern Division. (Continued.)			
1	Sparrs Fla	10	14
2	Spring Park..... "	10	15
3	Ocala..... "	11	16
4	Bellevue..... "	11	16
5	Wildwood..... "	11	17
6	Warnell..... "	11	18
7	Panasoffkee..... "	11	18
8	Bushnell..... "	12	18
9	Withlacoochee..... "	12	18
10	Owensboro..... "	12	18
11	Pasadena..... "	12	18
12	Knights..... "	13	18
13	Turkey Creek..... "	13	18
14	Valrico..... "	13	18
15	Limona..... "	13	19
16	Tampa..... "	13	19
17	Sumterville..... "	11	18
18	St. Catharine..... "	12	18
19	Lacoochee..... "	12	18
20	Dade City..... "	12	18
21	Abbott..... "	12	18
22	Plant City..... "	13	18
23	Sidney..... "	13	18
24	Brandon..... "	13	19
25	Ybor City..... "	13	19
Orlando Division.			
26	Orange Home..... Fla	11	17
27	Whitney..... "	11	17
28	Leesburg..... "	12	17
29	McElveen..... "	12	18
30	Ellsworth..... "	13	18
31	Gainesboro..... "	13	18
32	McDonald..... "	13	18
33	Apopka..... "	13	18
34	Toronto..... "	13	18
35	Livingston..... "	13	18
36	Bamboo..... "	11	17
37	Montclair..... "	11	17
38	Eldorado..... "	12	18
39	Tavares..... "	12	18
40	Victoria..... "	13	18
41	Zellwood..... "	13	18
42	Plymouth..... "	13	18

Florida Central & Peninsular Railroad—Cont.

Station No.	FROM	Vegetables, Per Crate.	Oranges and Lemons, Per Box.
Orlando Division. (Continued.)			
1	Piedmont.....	Fla 13	18
2	Wekiwa.....	" 13	18
3	Orlando.....	" 13	18
East Florida and Atlantic Branch.			
4	Rowena.....	Fla 13	18
5	Lakemont.....	" 13	18
6	Gabriella.....	" 13	18
7	Lake Charm.....	" 14	18
8	Winter Park.....	" 13	18
9	Golden Rod.....	" 13	18
10	Oviedo.....	" 14	18
Turkey Creek Branch.			
11	Lighthall Mines.....	Fla 13	18
12	Murvinia.....	" 13	18
Eagle Mine Branch.			
13	Archer.....	Fla 10	15
14	Montbrook.....	" 10	16
15	Standard Junction.....	" 11	16
16	Eagle Mine.....	" 11	16
17	Williston.....	" 10	16
18	Morrison.....	" 11	16
19	Early Bird.....	" 11	16

Tavares & Gulf Railroad.

Station No.	FROM		
		Vegetables, Per Crate.	Oranges and Lemons, Per Box.
1	Astahula	Fla	13 18
2	Clermont	"	13 18
3	Franklins	"	13 18
4	Killarney	"	13 18
5	Mohawk	"	13 18
6	Oakland	"	13 18
7	Waits Junction	"	13 18
8	Bear Springs	"	13 18
9	Double Run	"	13 18
10	Greens Siding	"	13 18
11	Minneola	"	13 18
12	Montverde	"	13 18
13	Sunbeam	"	13 18
14	West Apopka	"	13 18

Rates on Vegetables, Oranges, Lemons and Pineapples

Between Jacksonville and Palatka, Fla., (proper and beyond) St. Augustine, Fla., (proper only).

Florida East Coast Railway.

Station No.	AND		Vegetables.	Oranges and	Pineapples.
			Per Crate.	Lemons. Per Box.	Per Crate.
1	South Jacksonville.....	Fla	8	10	
2	Phillips.....	"	8	10	
3	Bowden.....	"	8	10	
4	Summers.....	"	8	10	
5	Nesbitt.....	"	8	10	
6	Eaton.....	"	8	10	
7	Greenland.....	"	8	10	
8	Bayard.....	"	8	10	
9	Pittsburg.....	"	8	10	
10	Clarksville.....	"	8	10	
11	Dublin.....	"	8	10	
12	Woodland.....	"	8	10	
13	Samson.....	"	8	10	
14	Magnolia Grove.....	"	8	10	
15	St. Augustine.....	"	8	10	
16	Toroi Junction.....	"	8	10	
17	Tocoi.....	"	8	10	
18	Hurds.....	"	8	10	
19	Middleton.....	"	8	10	
20	Armstrong.....	"	8	10	
21	Holy Branch.....	"	8	10	
22	Hastings.....	"	8	10	
23	Orange Mills.....	"	8	10	
24	Pattersonville.....	"	8	10	
25	Putnam.....	"	8	10	
26	East Palatka.....	"	8	10	
27	Palatka.....	"	7½	10	
28	Howard Ridge.....	"	8	10	
29	Sau Mateo.....	"	8	10	
30	Oakside.....	"	8	10	
31	Yelvington.....	"	10	15	
32	Roy.....	"	10	15	
33	Dinner Island.....	"	10	15	
34	Neoga.....	"	10	15	
35	Espanola.....	"	10	15	
36	Dunnells.....	"	10	20	
37	Favorita.....	"	10	20	
38	Harwood.....	"	12	20	
39	Tunnoku.....	"	12	20	
40	Ormond.....	"	12	20	
41	Holly Hill.....	"	12	20	

Florida East Coast Railway—Continued.

Station No.	AND	Vegetables. Per Crate.	Oranges and Lemons, Per Box.	Pineapples. Per Crate.
1	Kingston..... Fla	12	20	...
2	Daytona..... "	12	20	...
3	Blake..... "	12	20	...
4	Port Orange..... "	14	20	...
5	Savage..... "	14	20	...
6	Spruce Creek..... "	14	20	...
7	Turnbull Bay..... "	14	20	...
8	New Smyrna..... "	14	20	...
9	Hawks Park..... "	14	20	...
10	Blucomer..... "	14	20	...
11	Oak Hill..... "	14	20	...
12	Lyrata..... "	14	20	...
13	East Aventura..... "	14	20	...
14	Wiloy Avenue..... "	14	20	...
15	East Mims..... "	14	20	...
16	Titusville..... "	14	20	20
17	Pritchards..... "	16	25	22 $\frac{1}{2}$
18	Hardeeville..... "	16	25	22 $\frac{1}{2}$
19	Faustina..... "	16	25	22 $\frac{1}{2}$
20	City Point..... "	16	25	22 $\frac{1}{2}$
21	Cocoa..... "	16	25	22 $\frac{1}{2}$
22	Rockledge..... "	16	25	22 $\frac{1}{2}$
23	Coquina..... "	16	25	22 $\frac{1}{2}$
24	Bonaventure..... "	16	25	22 $\frac{1}{2}$
25	Pineda..... "	16	25	22 $\frac{1}{2}$
26	Eau Gallie..... "	16	25	22 $\frac{1}{2}$
27	Sarno..... "	16	25	22 $\frac{1}{2}$
28	Melbourne..... "	16	25	22 $\frac{1}{2}$
29	Tillman..... "	18	28	25
30	Mulabar..... "	18	28	25
31	Valkaria..... "	18	28	25
32	Graut..... "	18	28	25
33	Mico..... "	20	28	25
34	Roseland..... "	20	28	25
35	Sebastian..... "	20	28	25
36	Wabasso..... "	22	28	25
37	Woodley..... "	22	28	25
38	Gifford..... "	22	28	25
39	Vero..... "	22	28	25
40	St. Lucie..... "	25	28	25
41	Fort Pierce..... "	25	28	25
42	North Aukona..... "	25	28	25
43	Aukona..... "	25	28	25
44	Tibbolls..... "	25	28	25
45	Eden..... "	25	28	25
46	Ruxton..... "	25	28	25
47	Chetohah..... "	25	28	25
48	Jensen..... "	25	28	25

Florida East Coast Railway—Continued.

Station No.	AND	Vegetables, Per Crate.	Oranges and Lemons, Per Box.	Pineapples, Per Crate.
1	Rio San Lucie	Fla 25	28	25
2	Stuart	" 25	28	25
3	Potsdam	" 25	28	25
4	Alicia	" 28	28	27 $\frac{1}{2}$
5	Gomez	" 28	30	27 $\frac{1}{2}$
6	Sugden	" 28	30	27 $\frac{1}{2}$
7	Hole Sound	" 28	30	27 $\frac{1}{2}$
8	West Jupiter	" 30	30	27 $\frac{1}{2}$
9	Riviera	" 30	35	30
10	West Palm Beach	" 30	35	30
11	Lantana	" 31	36	32 $\frac{1}{2}$
12	Hypoluxo	" 31	36	32 $\frac{1}{2}$
13	Boynton	" 31	36	32 $\frac{1}{2}$
14	Linton	" 31	36	32 $\frac{1}{2}$
15	Boca Ratone	" 32	36	32 $\frac{1}{2}$
16	Hillsborough	" 32	36	32 $\frac{1}{2}$
17	Progreso ...	" 33	36	32 $\frac{1}{2}$
18	Fort Lauderdale	" 33	36	32 $\frac{1}{2}$
19	Modelo	" 33	37	35
20	Holland	" 34	37	35
21	Snake Creek	" 34	37	35
22	Arch Creek	" 34	37	35
23	Biscayne	" 35	37	35
24	Lemon City	" 35	37	35
25	Buena Vista	" 35	37	35
26	Miami	" 35	37	35
27	Orange City	Fla 14	15	...
28	Twin Oaks	" 14	15	...
29	Lake Helen	" 15	18	...
30	Rogers	" 16	20	...
31	Indian Springs	" 18	20	...
32	Briggsville	" 18	20	...
33	Glencoe	" 16	20	...
Landings on Indian River.				
34	Hardeeville	Fla 16	25	22 $\frac{1}{2}$
35	Courtney	" 16	25	22 $\frac{1}{2}$
36	Fabers	" 16	25	22 $\frac{1}{2}$
37	Shurps	" 16	25	22 $\frac{1}{2}$
38	City Point	" 16	25	22 $\frac{1}{2}$
39	Sanders Bulkhead	" 16	25	22 $\frac{1}{2}$
40	Indimola	" 16	25	22 $\frac{1}{2}$
41	Merritts	" 16	25	22 $\frac{1}{2}$
42	Ives Wharf	" 16	25	22 $\frac{1}{2}$
43	Dixons Wharf	" 16	25	22 $\frac{1}{2}$
44	Hardees Wharf	" 16	25	22 $\frac{1}{2}$
45	Gingrass Wharf	" 16	25	22 $\frac{1}{2}$
46	Tropical Wharf	" 16	25	22 $\frac{1}{2}$

Florida East Coast Railway—Continued.

Station No.	AND	Vegetables, Per Crute.	Oranges and Lemons, Per Box.	Plum-ples, Per Crute.
Landings on Indian River.—Cont'd.				
1	Lees Wharf.....	Fla 16	25	23 ¹ / ₂
2	Williams Wharf.....	" 16	25	22 ¹ / ₂
3	Mays Wharf.....	" 16	25	22 ¹ / ₂
4	Garveys Wharf.....	" 16	25	22 ¹ / ₂
5	Pixtons Wharf.....	" 16	25	22 ¹ / ₂
6	Magruder.....	" 16	25	22 ¹ / ₂
7	Georginna.....	" 16	25	22 ¹ / ₂
8	Mims Landing.....	" 16	25	22 ¹ / ₂
9	Brantley.....	" 16	25	22 ¹ / ₂
10	Little Rock.....	" 16	25	22 ¹ / ₂
11	Banyan.....	" 16	25	22 ¹ / ₂
12	Tropic.....	" 16	25	22 ¹ / ₂
13	East Melbourne.....	" 16	25	22 ¹ / ₂
14	Melbourne Beach.....	" 16	25	22 ¹ / ₂
15	Aspinwall.....	" 16	25	22 ¹ / ₂
16	Waveland.....	" 25	25	25
17	Averill.....	" 18	35	25
18	Bay View.....	" 18	35	25
19	Oak Lodge.....	" 18	35	25
Landings on Banana River.				
20	Atlantic.....	Fla 25	35	30
21	Oceans.....	" 25	35	30
22	Hortl.....	" 25	35	30
23	Artesia.....	" 25	35	30
24	Cannveril.....	" 25	35	30
25	Nathan.....	" 25	35	30
Landings on Florida Keys and Biscayne Bay.				
26	Key West.....	Fla 35	37	32 ¹ / ₂
27	Cocomut Grove.....	" 35	37	37 ¹ / ₂
28	Elliott Key.....	" 35	37	37 ¹ / ₂
29	Key Largo.....	" 35	37	37 ¹ / ₂
30	Umbrella Key.....	" 35	37	37 ¹ / ₂
31	Plantation Key.....	" 35	37	37 ¹ / ₂
32	Old Rhoads Key.....	" 35	37	37 ¹ / ₂
33	Angel Fish Key.....	" 35	37	37 ¹ / ₂
34	Indian Key.....	" 35	37	37 ¹ / ₂
35	Upper Matecumbe Key.....	" 35	37	37 ¹ / ₂
36	Lower Matecumbe Key.....	" 35	37	37 ¹ / ₂
37	Brond Creek Key.....	" 35	37	37 ¹ / ₂

RATES ON VEGETABLES, ORANGES AND LEMONS

To Jacksonville, Fla., (for beyond).

Jacksonville, Tampa & Key West Ry.

Station No.	FROM	Vegetables, Per Crate.	Oranges and Lemons, Per Box.
1	Edgewood	Fla 7½	10
2	Yukon	" 7½	10
3	Reeds	" 7½	10
4	Orange Park	" 7½	10
5	Peoria	" 7½	10
6	Hillsford	" 7½	10
7	Fleming	" 7½	10
8	Magnolia Springs	" 7½	10
9	Green Cove Springs	" 7½	10
10	Walkill	" 7½	10
11	West Toccoi	" 7½	10
12	Bostwick	" 7½	10
13	Teasdale	" 7½	10
14	Sauble	" 7½	10
15	Palatka	" 7½	10
16	Lundy	" 9	10
17	Peniel	" 8	10
18	Buffalo Bluff	" 10	10
19	Hodges	" 10	10
20	Satsuma	" 10	10
21	Sisco	" 10	10
22	Pomona	" 10	10
23	Como	" 10	10
24	Huntington	" 10	10
25	Crescent City Landing	" 10	10
26	Crescent City	"	10
27	Denver	" 10	10
28	Hammond	" 10	10
29	Seville	" 10	10
30	Bakersburg	" 10	10
31	Pierson	" 10	10
32	Eldridge	" 10	10
33	Barberville	" 10	10
34	Huttons Mill	" 10	10
35	DeLeon Springs	" 10	10
36	Norris Siding	" 10	10
37	Bonds Mill	" 10	10
38	Glenwood	" 10	10
39	Highland Park	" 10	10
40	DeLand Junction	" 10	10

Jacksonville, Tampa & Key West Ry.—Cont.

Station No.	FROM	Vegetables. Per Crate.	Oranges and Lemons, Per Box.
1	West DeLand.....	Fla 12	12
2	DeLand.....	" 12	12
3	Beresford.....	Fla 10	10
4	Fatio.....	" 10	10
5	Orange City Junction.....	" 10	12
6	Enterprise Junction.....	" 10	12
7	Monroe.....	" 10	10
8	Sanford.....	" 10	10
9	Enterprise.....	" 10	10
10	Garfield.....	" 13	15
11	Osteen.....	" 13	15
12	Cow Creek.....	" 13	20
13	Maytown.....	" 14	20
14	Aurantia.....	" 14	20
15	Mims.....	" 14	20
16	LaGrange.....	" 14	20
17	Titusville.....	" 14	20
18	New Upsala.....	" 13	14
19	Twin Lakes.....	" 13	16
20	Paola.....	" 13	16
21	Markham.....	" 13	18
22	Tufts.....	" 13	18
23	Ethel.....	" 13	18
24	Waylands.....	" 14	18
25	Cassia.....	" 14	18
26	Vaughns Mill.....	" 14	18
27	Sorrento.....	" 14	18
28	Mt. Dora.....	" 12	18
29	Tavares.....	" 12	18
30	Willford.....	" 7½	.....

Barrels or barrel crates double the crate or box rate.

RATES ON VEGETABLES, ORANGES AND LEMONS

To Jacksonville, Fla., (for beyond).

Florida Midland Railway.

Station No.	FROM	Vegetables Per Crate.	Oranges and Lemons. Per Box.
1	Altamonte Fla.	18	18
2	Clareona "	18	18
3	East Apopka "	18	18
4	Englewood "	19	18
5	Fitzville "	18	18
6	Gotha "	19	18
7	Harperville "	19	18
8	Joiners "	18	18
9	Kissimmee "	13	18
10	Lake Brantley "	18	18
11	Longwood "	13	18
12	Minorville "	18	18
13	McLanes "	19	18
14	Ocoee "	18	18
15	Palm Springs "	18	18
16	Shingle Creek "	18	18
17	Starbirds "	18	18
18	Villa Nova "	18	18
19	Waco "	19	18
20	Windermere "	19	18

Atlantic, Suwannee River & Gulf R. R.

21	Alachua Fla.	9	13
22	Atlantic "	9	13
23	Gracy Junction "	9	13
24	LaCrosse "	9	13
25	Pine Island "	9	13
26	Sampson Junction "	9	13
27	Wainright "	9	13
28	Ward City "	9	13

Gainesville & Gulf Railroad.

29	Cannons Crossing Fla.	10	13
30	Flewellens "	10	13
31	Hickmann "	10	13
32	Irwin "	10	14

Gainesville & Gulf Railroad—Continued.

Station No.	FROM	Vegetables Per Crte.	Oranges and Lemons Per Box.
1	Kirkwood	Fla 10	13
2	Lake Simonton	" 10	13
3	Micanopy	" 10	13
4	Dungarven	" 10	14
5	Rocky Point	" 10	13
6	South Side	" 10	14
7	Tacoma	" 10	13
8	Taylor's Crossing	" 10	13
9	Tuscahulla	" 10	13
10	Wacahootie	" 10	13

Landings on Lake Griffin.

11	Adams	Fla 17	22
12	Alsabrooks	" 17	22
13	Cannon	" 17	22
14	Dolives	" 17	22
15	Emeralda	" 17	22
16	Mathews	" 17	22
17	Millers	" 17	22
18	Piceola	" 17	22
19	Slighs	" 17	22
20	Starks	" 17	22
21	Withers	" 17	22

Landings on Manatee River.

22	Braidentown	Fla 25	25
23	Ellenton	" 25	25
24	Fogartyville	" 25	25
25	Manatee	" 25	25
26	Palma Sola	" 25	25
27	Palmetto	" 25	25
28	Terra Ceia	" 25	25

Carrabelle, Tallahassee & Ga. R. R.

Station No.	FROM	Vegetables, Per Crate.	Oranges and Lemons, Per Box.
1	Arran	Fla 20	.....
2	Ashmore	" 20	.....
3	Carrabelle	" 21	.....
4	Curtis Mill	" 21	.....
5	Hilliardville	" 20	.....
6	Lanark	" 21	.....
7	MacIntyre	" 21	.....
8	Sopchoppy	" 21	.....
9	Spring Hill	" 20	.....
10	St. Teresa	" 21	.....

Landings on Lakes Harris and Eustis.

11	Baileys	Fla 17	22
12	Barclays	" 17	22
13	Bloomfield	" 17	22
14	Columbus	" 17	22
15	Davis	" 17	22
16	Douets	" 17	22
17	Drakes Point	" 17	22
18	Dukesdale	" 17	22
19	Elders	" 17	22
20	Friths	" 17	22
21	Goodwins	" 17	22
22	Grover	" 17	22
23	Halstends	" 17	22
24	Hooks	" 17	22
25	Jackson & Tullis	" 17	22
26	Johnson Point	" 17	22
27	Joyners	" 17	22
28	Nithsdale	" 17	22
29	Oxmore	" 17	22
30	Parkers Island	" 17	22
31	Pratts	" 17	22
32	Roselona	" 17	22
33	Straders	" 17	22
34	Summer	" 17	22
35	Sunnyside	" 12	..
36	Whites	" 17	22
37	Woodlea	" 17	22
38	Yalaha	" 17	22

Landings on Ocklawaha River.

Station No.	FROM	Vegetables, Per Crate.	Oranges and Lemons, Per Box.
1	Comnor.....	Flu 15	25
2	Electra.....	" 15	25
3	Eureka.....	" 15	25
4	Gores Landing.....	" 15	25
5	Grahamville.....	" 15	25
6	Heather Island.....	" 15	25
7	Meggs.....	" 15	25
8	Moss Bluff.....	" 15	25
9	Orange Creek.....	" 15	25
10	Randalls.....	" 15	25

Landings on Lake Santa Fe.

11	Balmoral.....	Flu 13	18
12	Hendricks.....	" 13	18
13	Lutchw.....	" 13	18
14	Melrose.....	" 13	18

Landings on Lake Panasoffkee and Withlacoochee River.

	Vegetables, Per Crate	Oranges and Lemons, Per Box	Cabbage, Per Bbl. or Bbl. Crate
15	From Lake Points.....	18	30
16	From River Points.....	18½	34½

R. H. M. DAVIDSON, Chairman,
JOHN M. BRYAN,
H. E. DAY,
Railroad Commissioners.

Rate Issue No. 2.

Circular No. 1.

LOCAL FRUIT AND VEGETABLE TARIFF
OF THE
RAILROAD COMMISSION
STATE OF FLORIDA,
PUBLISHING RATES ON
FRUIT AND VEGETABLES
BETWEEN
LOCAL STATIONS
ON THE
RAILROADS IN THE STATE OF FLORIDA.

Adopted January 26, 1898.

Effective March 1, 1898.

R. H. M. DAVIDSON, CHAIRMAN,
H. E. DAY, J. M. BRYAN,
COMMISSIONERS,
TALLAHASSEE, FLA.

OFFICE OF RAILROAD COMMISSION,
STATE OF FLORIDA,
TALLAHASSEE, FLA., January 26, 1898.

CIRCULAR NO. 1.

Effective on and after March 1, 1898. Freight Rule No. 17 and Exception Sheet of the Rules and Regulations of the Railroad Commission of the State of Florida are amended so as to include Classes G and V.

R. H. M. DAVIDSON, Chairman,
H. E. DAY,
J. M. BRYAN,
Commissioners.

OFFICE OF RAILROAD COMMISSION,
STATE OF FLORIDA,
TALLAHASSEE, FLA., January 26, 1898.

RATE ISSUE NO. 2.

Effective on and after March 1, 1898. The following rates on fruit and vegetables will apply on all shipments between local points on any railroad in the State of Florida. Shipments passing over two or more roads but under the same management or control shall be charged for at the local mileage rate named for each road. (See Rule 18.)

These rates do not apply to Jacksonville, Gainesville, Sanford, Astor or Palatka as a basis for through rates, or between points on Florida East Coast Railway.

Local Mileage Rates on FRUIT AND VEGETABLES.

				CLASS	
				G	V
10 Miles and under				13	10
20 "	"	over 10 Miles		13	10
30 "	"	20 "		13	10
40 "	"	30 "		13	10
50 "	"	40 "		13	10
60 "	"	50 "		15	10
70 "	"	60 "		16	10
80 "	"	70 "		16	10
90 "	"	80 "		16	10
100 "	"	90 "		16	10
110 "	"	100 "		16	11
120 "	"	110 "		16	11
130 "	"	120 "		16	11
140 "	"	130 "		16	11
150 "	"	140 "		17	12
160 "	"	150 "		17	12
170 "	"	160 "		18	12
180 "	"	170 "		18	12
190 "	"	180 "		18	13
200 "	"	190 "		18	13
210 "	"	200 "		19	13
220 "	"	210 "		19	13
230 "	"	220 "		19	14
240 "	"	230 "		20	14
250 "	"	240 "		20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

Adopted January 26, 1898. Effective March 1, 1898.

R. H. M. DAVINSON, Chairman,

H. E. DAY,

J. M. BRYAN,

Commissioners.

CLASSIFICATION.

CLASS G—Fruit.

Oranges, Lemons, Limes, Grape Fruit, Pineapples.
In standard crates of 80 pounds.
Barrels or barrel crates double the crate rate.

CLASS V—Fruit.

Peaches, Pears and Guavas.

Vegetables.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles.

In standard crates of 50 pounds.

Barrels or barrel crates double the crate rate.

Supersedes Exception Sheet No. 1 of Rate Issue No. 1.
Published as part of Rule 17.

CLASSIFICATION

OF THE

Railroad Commission, State of Florida,

PUBLISHING EXCEPTIONS

TO THE

SOUTHERN FREIGHT CLASSIFICATION.

Railroad Commission Classification No. 2

APPLYING ON

FLORIDA TRAFFIC.

Adopted February 1, 1898.

Effective March 1, 1898.

R. H. M. DAVIDSON (Chairman),
H. E. DAY, J. M. BRYAN,
Commissioners,

TALLAHASSEE, FLORIDA.

Florida Railroad Commission Exception Sheet.

APPLICABLE ON TRAFFIC BETWEEN POINTS IN FLORIDA.

ON INTERSTATE BUSINESS when articles are classified both in the Southern Freight Classification and in the Exception Sheet the classes prescribed by the Exception Sheet will be applied South of Florida Base Points.

	CLASS	Class if Released
Barrels, empty, except ale and beer, and except where agreed rates are lower.....	C. L.	F
Barrels, flour, spirit, sugar, whisky, except where agreed rates are lower.....	C. L.	G
Beans, velvet, any quantity.....		D
Bones, hoofs and horns, 24,000 pounds minimum, shipper to load and unload.....	C. L.	M
Box and barrel material, 24,000 pounds minimum.....	C. L.	F
Box and barrel material, K. D. in bundles, 50 per cent of.....	L. C. L.	G
Brick, common, fire or paving, 30,000 pounds minimum.....	C. L.	P
Same, 50 per cent of.....	L. C. L.	G
Carbolenum, in barrels.....	C. L.	G
Cassava and Comptie Root, 24,000 pounds minimum.....	C. L.	D
Same, packed, 50 per cent higher than.....	C. L.	H
Cedar, 24,000 pounds minimum.....	C. L.	K
Same.....	L. C. L.	G
Cement, 24,000 pounds minimum.....	C. L.	L
Same.....	L. C. L.	K
Cement and Lime in mixed carloads, 24,000 pounds minimum.....	C. L.	L
Coal and Coke, 24,000 pounds minimum.....	C. L.	L
Coal and Coke, in barrels and sacks.....	L. C. L.	K
Fertilizer, any quantity.....		M
Embracing the following and like articles, when intended to be used as Fertilizers, to-wit: Sulphate of ammonia, ashes, boneblack, ground and dissolved bone, bone dust, castor pomace, cotton seed meal, cotton seed ashes, cotton seed, fish scrap, guano, superphosphates, gypsum, kailut, German salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuff, and tobacco dust and sweepings.		
Fibre, palmetto, in boxes or pressed in bales, 20,000 pounds minimum.....	C. L.	D
Same.....	L. C. L.	G
Fruit—oranges, lemons, limes, grape fruit, pine-apples, per standard crate of 80 pounds.....		G
Same in bbls. or bbl. crates, double the crate rate.		
Fruit—peaches, pears and guavas, per crate of 50 pounds.....		V
Same in bbls. or bbl. crates, double the crate rate.		

Florida Exception Sheet.

	CLASS	Class if Released
Grain and Hay, mixed, 20,000 pounds minimum.	C. L.	D
Gravel, 30,000 pounds minimum.	C. L.	P
Hay, in bales.	L. C. L.	B
Honey, in barrels, owner's risk of leakage.		6
Household goods, old furniture and emigrant movables, well packed, value limited to \$5 per 100 pounds in case of loss or damage and so expressed in bill of lading, 20,000 pounds, with or without live stock; when with live stock, not to exceed 5 head, one attendant to have free passage.	C. L.	N
Ice, 24,000 pounds minimum.	C. L.	L
Same, packed, prepaid.	L. C. L.	K
Insecticide, liquid, in barrels.		K
Iron—bridge, pig, scrap, railroad, spikes, chairs, frogs, 24,000 pounds minimum, per ton 2,000 pounds.	C. L.	M
Iron, enumerated in Southern Freight Classification as special iron (except as enumerated above), 24,000 pounds, two-thirds of.	C. L.	6
Laths, 24,000 pounds minimum.	C. L.	P
Same, 50 per cent of.	L. C. L.	6
Launches (steam or naphtha), and sailboats, of such dimensions as can be loaded on flat cars; sails, etc., securely packed or wrapped and released from damage by fire or otherwise, shipper to load and unload.		$\frac{1}{2}$ times Class P
Applies only between stations on Florida East Coast Railway and Jacksonville, Tampa & Key West Railway.		
Lime, 24,000 pounds minimum.	C. L.	L
Same.	L. C. L.	K
Lime and Cement in mixed carloads, 24,000 pounds minimum.	C. L.	L
Live Stock, 20,000 pounds minimum (see note governing valuation).	C. L.	N
One attendant actually in charge of carload shipments of livestock will be passed free. Agents should make notation to this effect on contract and way-bills.		
Live Stock, viz: Cows, calves, colts, ponies, hogs, sheep, lambs or other animals, crated, actual weight, with minimum of 100 pounds, released, L. C. L.		1
Live Stock, except as enumerated above, at estimated weights as shown in Rate Issue No. 1. (See note governing valuation).	L. C. L.	2
Lumber, 24,000 pounds minimum.	C. L.	P
Same, 50 per cent of.	L. C. L.	6
Machinery, including boilers, engines or parts thereof, 20,000 pounds minimum.	C. L.	N
Melons.	L. C. L.	A
Manure, stable, minimum 24,000 pounds, 75 per cent of.	C. L.	M

Florida Exception Sheet.

	CLASS	Class if Released
Moss, in boxes, sacks, or pressed in bales, 20,000 pounds minimum.....	C.L.	D
Same.....	L.C.L.	6
Oil, coal or its products, in iron casks or drums (coal, kerosene, naphtha, benzine and gasoline), actual weight.....	L.C.L.	5 6
Orange Sizers.....	D1	1
Palmetto Leaves, in boxes or pressed in bales, 20,000 pounds minimum.....	C.L.	D
Same.....	L.C.L.	6
Palmetto Berries, in boxes, barrels or sacks, value limited to 6 cents per pound, prepaid.....	L.C.L.	5
Same, 20,000 pounds minimum, prepaid.....	C.L.	6
Peas, cow or field, any quantity.....		D
Pipe, earthen or drain, 25,000 pounds minimum, 50 per cent of.....	C.L.	A
Pipe, sewer, 25,000 pounds minimum, 50 per cent of.....	C.L.	A
Plaster, wall, adamant, 24,000 pounds minimum.....	C.L.	L
Same.....	L.C.L.	K
Pineapple Slips and Suckers, packed or loose, 20,000 pounds minimum.....	C.L.	K
Same, packed.....	L.C.L.	6
Pitch, 24,000 pounds minimum.....	C.L.	M
Same.....	L.C.L.	K
Piles and Posts, 24,000 pounds minimum.....	C.L.	P
Same, 50 per cent of.....	L.C.L.	6
Rosin, 24,000 pounds minimum.....	D.L.	M
Same.....	L.C.L.	K
Rosin Dross, 24,000 pounds minimum.....	C.L.	M
Same.....	L.C.L.	K
Roofing Slate, 24,000 pounds minimum.....	C.L.	M
Salt, 24,000 pounds minimum.....	C.L.	O
Same, common, 75 per cent of.....	L.C.L.	6
Sand, 30,000 pounds minimum.....	P.L.	P
Shell (for paving), 30,000 pounds minimum.....	C.L.	P
Sawdust, 24,000 pounds, 75 per cent of.....	C.L.	P
Seed, beggar weed.....		3
Shingles, 24,000 pounds minimum.....	C.L.	P
Same, 50 per cent of.....	L.C.L.	6
Still and fixtures, turpentine.....		1
Stone, rough, 20,000 pounds minimum.....	C.L.	P
Syrup, in barrels, O. R., fully released.....		R
Tanks, empty, oil storage, loaded lengthwise and strapped to flat cars, 20,000 pounds minimum.....	C.L.	N
Tar, including coal tar, 24,000 pounds minimum.....	C.L.	M
Same.....	L.C.L.	K
Tile, earthen, drain, roofing or paving, 25,000 pounds, 50 per cent of.....	D.L.	A
Trees and Shrubbery, boxed or baled, 20,000 pounds.....	C.L.	N

Florida Exception Sheet.

	CLASS	Class if Released
Trees—orange, lemon, lime, grape fruit, peach and pear trees, prepaid or guaranteed.....	L. O. L.	6
Turpentine, spirits of, in barrels, any quantity...		R
Turtles, live, fully released, prepaid.....		1
Vegetables, not canned or desiccated, viz: Beets, cabbages, carrots, onions, potatoes and turnips, in barrels, barrel crates or sacks, any quantity, released, will take vegetable rates (†per package) as published in current Vegetable Tariffs. †Weight in excess of 175 pounds per package (barrels, barrel crates or sacks), must be charged for proportionately.		
Applies only between stations on Florida East Coast Railway, landings on Indian and Banana Rivers, Biscayne Bay points and Florida Keys, reached by its steamer connections.		
Vegetables, including beans, beets, cauliflower, okra, tomatoes, squash, potatoes (Irish or sweet), green peas, eggplants, turnips, green corn, asparagus, radishes, lettuce, onions, cabbage, kale, canteloupes and like articles, per standard crate of 50 pounds		V
Potatoes (Irish), other than Florida grown, two-thirds of		6
Wood, 24,000 pounds minimum.....	O. L.	P

MINIMUM CHARGE.—A minimum charge of 25 cents will be made on any single shipment, however small.

Estimated Weights.

Lumber, coal, lime, brick, stone, and all articles for which estimated weights are given in classification (except ale and beer, and empty ule and beer packages, L. C. L.), shall be taken at actual weight when it can be ascertained; but when the weight can not be ascertained, may be charged for at the following estimated weights; provided, that nothing herein shall interfere with the duty of the receiving agent to weigh, if possible, and correct to actual weights:

(TO BE USED WHEN ACTUAL WEIGHTS CAN NOT BE ASCERTAINED.)

White pine and poplar, thoroughly seasoned, per 1,000 feet,	3,000 lbs.
White pine and poplar, green, per 1,000 feet.....	4,000 lbs.
Yellow pine, black walnut and ash, seasoned, per 1,000 ft.,	4,000 lbs.
Yellow pine, black walnut and ash, green, per 1,000 feet...	4,500 lbs.
Oak, hickory and elm, seasoned, per 1,000 feet.....	6,000 lbs.
All other kinds of lumber, seasoned, per 1,000 feet.....	4,000 lbs.
All other kinds of lumber, green, per 1,000 feet.....	6,000 lbs.
Hoop poles, staves and headings, dry, car loaded to a depth of 50 inches per car.....	30,000 lbs.
Hoop poles, staves and headings, green, car loaded to a depth of 43 inches per car.....	30,000 lbs.
Shingles, green, per 1,000.....	450 lbs.
Shingles, dry, per 1,000.....	350 lbs.
Laths, green, per 1,000.....	530 lbs.
Laths, dry, per 1,000.....	450 lbs.
Tan bark, green, per cord.....	2,800 lbs.
Tan bark, dry, per cord.....	2,000 lbs.
Wood, green, per cord.....	3,500 lbs.
Wood, dry, per cord.....	3,000 lbs.
Fence posts and rails, and telegraph poles, per cord.....	3,500 lbs.
Clay, per cubic yard.....	3,000 lbs.
Sand, per cubic yard.....	3,000 lbs.
Gravel, per cubic yard.....	3,200 lbs.
Stone undressed, per cubic foot.....	160 lbs.
Lime and coal, per bushel.....	80 lbs.
Coke, per bushel.....	40 lbs.
Portland cement, per barrel.....	400 lbs.
Other cements, per barrel.....	300 lbs.

A ton is 2,000 pounds.

When any article is too bulky to put in a box car, it shall be subject to a special contract.

Rules and Regulations Governing the Transportation of Live Stock.

The weights given below are estimated and not actual, and are used simply to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of second-class freight at owner's risk.)

ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below.....	2,000 lbs.
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 lbs.
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee.....	1,000 lbs.
Stallions, jacks and bulls, each	3,000 lbs.
Each cow and calf, together.....	2,500 lbs.
Each mare and foal, together	2,500 lbs.
Colts under one year old, except stallions	1,000 lbs.
Cattle under one year old, except bulls.....	1,000 lbs.
Hogs for market, loose, each	350 lbs.
Stock hogs (i. e. for feeding), loose.....	125 lbs.
Sheep, loose, each	175 lbs.
Sheep, loose, in lots of five or more, each	150 lbs.
Lambs, loose, each.....	100 lbs.
Lambs, loose, in lots of five or more, each.....	75 lbs.
Calves, loose, each	175 lbs.
Calves, loose, in lots of five or more, each.....	150 lbs.

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MIXED SHIPMENTS.

The rates on live stock, as classified in this Exception Sheet, are based on the following valuations:

	EACH.
Horses and mules, not over	\$ 75 00
Horned cattle, not over.....	30 00
Stallions, jacks and bulls, not over	150 00
Lambs, calves, hogs or sheep, not over	5 00
Mare and colt, together, not over	100 00
Cow and calf, together, not over.....	35 00

Mixed shipment of cattle, hogs, lambs, etc., will be taken in carloads at carload rates for cattle, but carriers will be released from

damage to animals caused by their own acts, or to each other, and from escape if not haltered, suffocation, exhaustion from heat or cold.

Rules of Practice in Cases and Proceedings Before the Commission.

ADOPTED FEBRUARY 24, 1898.

PUBLIC SESSIONS.

1. The general sessions of the Commission for the hearing of contested cases will be held at its office in Tallahassee, Florida, on such days and at such hours as the Commission may designate. Sessions for receiving, considering and acting upon complaints, petitions and other communications, and also for considering and acting upon any business of the Commission other than the hearing of contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present at its office aforesaid.

SPECIAL SESSIONS.

2. Special sessions may be held at other places when in the judgment of the Commission the public interests require it, and such regulations therefor as may be necessary will be made by the Commission.

PARTIES.

3. Where a complaint concerns anything done or omitted to be done by only a single carrier no other carrier need be made a party, but if it relates to joint tariffs, or matters in which two or more carriers doing business under a common control, management or arrangement for a continuous carriage or shipment, are interested, all the carriers constituting such line must be made parties. A complaint may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject-matter of the complaint involves substantially the same alleged violation of the law or the rules and regulations of the Commission, by the several carriers or lines of railroads. Persons or carriers not parties may apply by petition, in any pending case or proceeding, for leave to intervene and to be heard upon the questions involved.

COMPLAINTS.

4. All complaints made to the Commission must be printed or written (or partly printed and partly written) and must plainly and

distinctly set forth the grounds of complaint. The complainant must furnish as many copies of the complaint or petition as there may be parties complained against to be served, and the Commission will cause a copy of the complaint or petition, with notice to satisfy or answer the same within a specified time, to be served, personally or by mail, in its discretion, upon each carrier or railroad complained against.

ANSWERS.

5. A carrier complained against must answer within ten days from the date of the notice above provided for, but the Commission may in a particular case require the answer to be filed within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. The original answer must be filed with the secretary of the Commission at its office in Tallahassee, and a copy of the same, at the time of filing, be furnished the secretary for the complainant. The answer must admit or deny the material allegations of the complaint or petition, and may set forth any additional facts claimed to be material to the issue. If a carrier complained against shall make satisfaction before answering, a written acknowledgment thereof, showing the character and extent of the satisfaction given, must be filed by the complainant, and in that case the fact and manner of satisfaction without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, such written acknowledgment must also be filed by the complainant and a supplemental answer setting forth the fact and manner of satisfaction must be filed by the carrier. The filing of an answer, however, will not be deemed an admission of the sufficiency of the complaint or petition, but a motion to dismiss for insufficiency may be made at the hearing.

SERVICE OF PAPERS.

6. Copies of notices or other papers must be served upon the adverse parties, personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

AMENDMENTS.

7. Upon application of any party, amendments to any complaint or petition or answer, in any proceeding or investigation, may be allowed by the Commission in its discretion.

ADJOURNMENT AND EXTENSION OF TIME.

8. Adjournment and extension of time may be granted upon the application of any party in the discretion of the Commission.

STIPULATIONS.

9. Parties to cases and proceedings before the Commission may, by stipulation in writing filed with the secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded and used as evidence on the hearing. It is desirable that the facts be thus agreed upon whenever practicable.

HEARINGS.

10. Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Tallahassee, unless otherwise ordered. Witnesses will be examined orally before the Commission and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant or petitioner must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the complaint or petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner.

In cases of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable and make such order thereon as the circumstances of the case may require.

WITNESSES AND SUBPOENAS.

11. Subpoenas requiring the attendance of witnesses will be issued by the Commission. Subpoenas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses not parties to the proceedings, to produce such documentary evidence, the application must be sworn to, and must specify, as nearly as may be, the books, papers or documents desired and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Application to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

PRINTING OF PLEADINGS.

12. For convenience in reading and filing, it is requested that petitions, answers, briefs and other papers of importance be printed or type-written whenever practicable, and that only one side of the paper be used.

PROPOSED FINDINGS.

13. Upon the final submission of the case, each party must prepare and submit for the consideration of the Commission, proposed findings, embracing the material facts and propositions of law claimed to be established by the evidence.

PRACTICE.

In all cases the Commission will be governed by the practice, which obtains in the circuit courts of Florida, so far as the same may be applicable.

Miles of Railroad in Florida.

RAILROADS	MILES
Atlantic, Suwannee River & Gulf	36.00
Atlantic, Valdosta & Western	19.00
Carrabelle, Tullahassee & Georgian	50.00
Florida Central & Peninsular	698.82
Florida East Coast	412.17
Florida Midland	44.00
Florida Southern	248.58
Georgia Southern & Florida	116.00
Gainesville & Gulf	26.00
Jacksonville & Atlantic	16.75
Jacksonville, Tampa & Key West	187.27
Jacksonville, Mayport, Pablo Railway & Navigation Co.	16.27
Live Oak & Gulf	18.00
Pensacola	44.40
Pensacola & Atlantic	160.14
Pensacola, Alabama & Tennessee	15.3
Pensacola & Perdido	8.00
St. Augustine and South Beach	3.33
St. Johns & Lake Eustis	38.16
Sanford & St. Petersburg	153.04
Savannah, Florida & Western	449.00
Silver Springs, Ocala & Gulf	65.33
Tuvalu & Gulf	34.5
Winston & Bone Valley	29.63
Tampa & Thonotosassa	13.23
Yellow River	30.91
Southwestern Railway of Florida	33.5
Total	2,987.33

Financial Statement—Funded Debt.

RAILROADS	CAPITAL STOCK	FUNDED DEBT	TOTAL	Miles Covered by Figures	AMOUNT PER MILE OF LINE
Atlantic, Suwannee River & Gulf.....	\$ 250,000 00	\$ 200,000 00	\$ 450,000 00	38	\$18,000 00
Carrabelle, Tallahassee & Georgia	1,000,000 00	500,000 00	1,500,000 00	50	30,000 00
Florida Central & Peninsular ..	24,500,000 00	7,882,383 09	32,382,383 00	805.73	40,100 12
Florida East Coast	1,000,000 00		1,000,000 00	412.17	2,426 18
Florida Midland.....		Not adjusted			
Florida Southern	1,725,000 00	4,241,000 00	5,966,000 00	248.58	24,000 00
Gainesville & Gulf	154,000 00	30,000 00	190,000 00		
Georgia Southern & Florida	2,768,000 00	3,611,000 00	6,379,000 00	265	22,382 00
Jacksonville & Atlantic.....	25,000 00	50,000 00	75,000 00	16.75	4,477 61
Jacksonville, Tampa & Key West.....	3,010,000 00	4,008,000 00	7,018,000 00	200.99	34,917 00
Live Oak & Gulf.....		100,000 00	100,000 00	18	5,555 55
Pensacola	300,000 00	580,000 00	880,000 00	44.40	19,810 00
Pensacola & Atlantic		2,794,000 00	2,794,000 00	160.14	17,447 00
Pensacola, Alabama & Tennessee	10,000 00	300,600 00	310,600 00	15.3	20,300 65
Pensacola & Perdido.....	125,000 00	150,000 00	275,000 00	9.6	28,645 80
St. Augustine & South Beach.....	30,000 00	37,000 00	67,000 00	3.33	20,100 00
St. Johns & Lake Eustis		Not adjusted			
Sanford & St. Petersburg.....		Not adjusted			
Savannah, Florida & Western	9,412,900 00	13,588,000 00	22,908,000 00	449	26,888 77
Silver Springs, Ocala & Gulf.....	1,500,000 00	1,120,000 00	2,620,000 00	75.08	34,896 00
Tampa & Thonotosassa	none	none	none	13.23	
Tavares & Gulf		No report			
Winston & Bone Valley.....	30,000 00		30,000 00	29.83	1,012 49
Yellow River.....		No report			

Financial Statement, Ctd.—Income From Operation.

RAILROAD	Gross Earnings	Operating Expenses	Earnings from Operation	Deficit	Gross Earnings Per Mile	Operating Expenses Per Mile	Net Earnings Per Mile	Per Cent of Operating Expenses to Gross Earnings.
Atlantic, Suwannee River & Gulf.....	\$ 41,985 27	\$ 30,278 08	\$ 11,707 19		\$ 1,049 89	\$ 756 95	\$ 292 65	72.11
Carrabelle, Tallahassee & Georgia.....	37,348 47	48,243 00		10,895 13	746 86	1,064 87		1,290.17
Florida Central & Peninsular.....	1,449,864 87	1,014,180 52	435,113 85		2,691 87	1,469 93	621 94	63.02
Florida East Coast	803,942 87	587,923 40	216,018 69		1,850 48	1,428 38	624 09	73.13
Florida Midland.....	3,116 00	4,846 33	1,730 93		70 83	110 15	80 32	155.50
Florida Southern.....	809,870 83	353,778 09		44,107 76	1,245 76	1,423 20		114.21
Gainesville & Gulf.....	45,999 67	22,574 75	23,424 22		1,769 20	868 26	900 94	49.00
Georgia Southern & Florida.....	882,116 88	559,794 59	302,322 11		3,024 97	1,904 19	1,000 78	64.93
*Jacksonville & Atlantic.....	13,120 01	12,203 08	865 93		783 87	732 17	51 70	93.40
Jacksonville, Tampa & Key West.....	222,722 09	285,981 84	6,740 85		1,264 84	1,235 71	29 18	97.70
*Live Oak & Gulf.....	11,825 82				645 85			
Pensacola.....	202,003 72	385,084 37		73,680 65	8,576 66	8,222 62		125.03
*Pensacola, Alabama & Tennessee.....	23,874 45	9,272 74	14,011 71		1,500 42	606 06	894 36	38.83
Pensacola & Atlantic.....	372,210 61	307,484 81	64,732 80		2,824 82	1,920 10	404 22	82.61
*Pensacola & Perdido.....	12,664 58	13,340 00		475 53	1,008 07	1,067 50		108.54
St. Augustine & South Beach.....								
St. Johns & Lake Eustis.....	15,453 07	37,860 02		21,906 55	317 63	708 57		24.17
Sanford & St. Petersburg.....	82,807 70	111,536 30		29,228 90	587 82	728 81		135.51
Savannah, Florida & Western.....	1,748,870 13	1,298,492 64	448,377 49		3,730 39	2,772 89	957 50	74.00
Silver Springs, Ocala & Gulf.....	176,793 78	87,164 58	89,628 20		2,354 73	1,160 00	1,198 77	49.30
Tampa & Thionotosassa.....	6,623 08	7,708 25		1,164 31	501 44	589 44		117.55
Tavares & Gulf.....								
Winston and Bone Valley.....	39,634 74	10,061 09	19,672 75		1,837 60	673 71	663 95	50.30
Yellow River.....								
Total.....	\$6,632,612 81	\$5,177,370 25	\$1,628,406 22	\$140,858 23	\$85,493 69	\$80,062 47	\$7,604 38	

* Estimated from figures filed in this office.

Average gross earnings per mile.....	\$2,220 34
Average operating expenses per mile.....	\$1,793 58
Average net earnings per mile.....	\$ 476 66
Percentage operating expenses to gross earnings.....	78 06

Expense Account.

Stationery	\$183 65
Postage	64 70
Furniture	294 75
Printing	459 20
Telegraph and Transportation	68 28
Railroad Fare (incurred while holding special sessions throughout the State and traveling at various inter- vals on Commission business)	403 19
General Expenses, including office janitor, fuel, lights, etc.	204 91
Total	<u>\$1,658 68</u>